

and Canadian Pacific Railway
CANADIAN PACIFIC RAILWAY

A

TIME-TABLE

WITH NOTES

OF THE

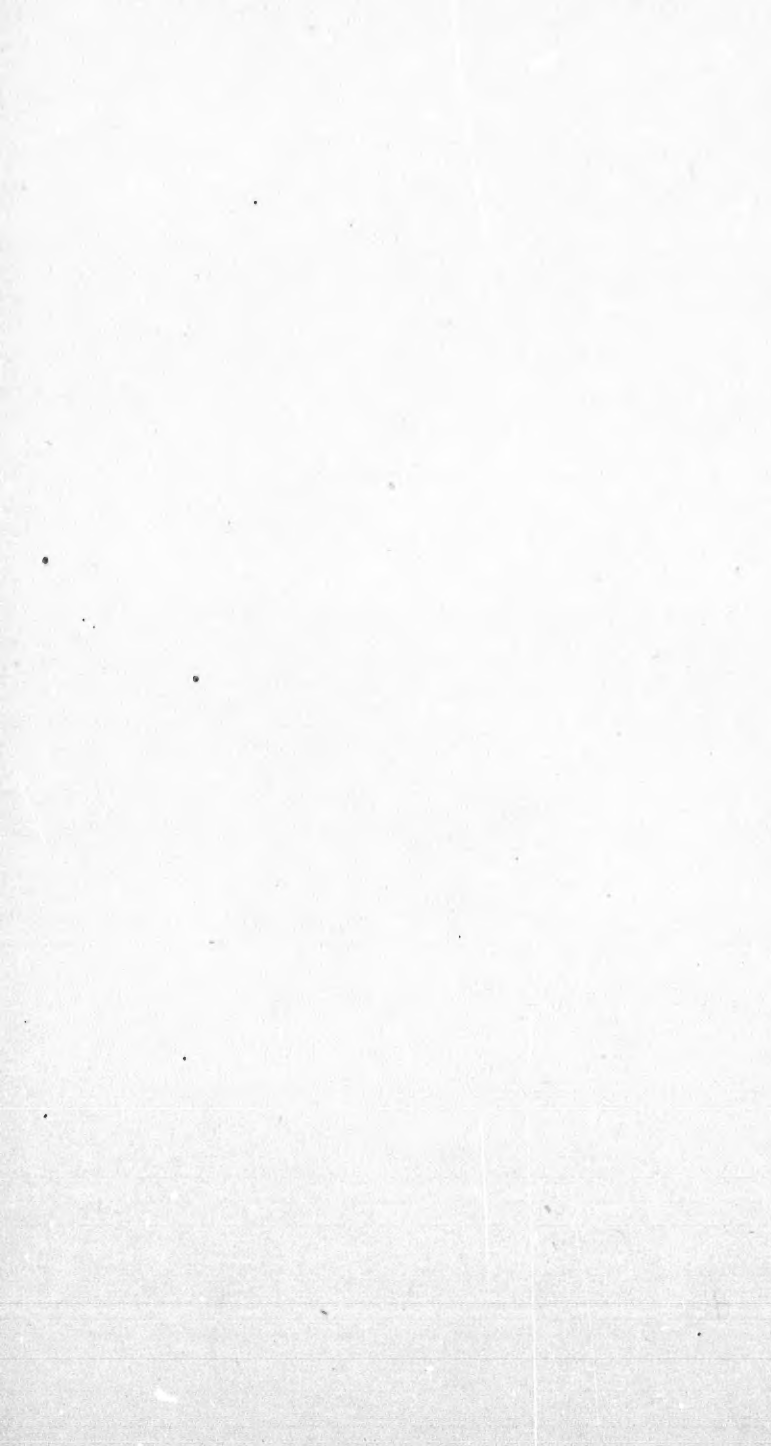
WESTBOUND TRANSCONTINENTAL TRAIN

THE GREAT LAKES ROUTE

TORONTO AND CHICAGO LINE

MONTREAL

MAY 1887



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HEAD OFFICES: MONTREAL, CANADA

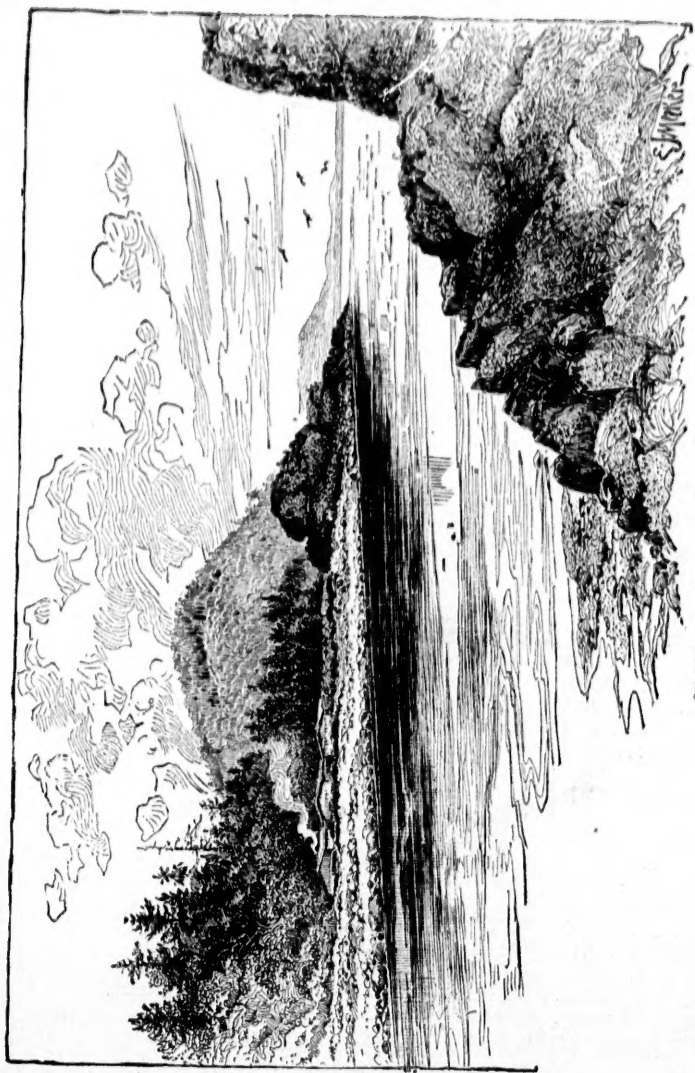
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ON THE COAST OF BRITISH COLUMBIA

CANADIAN PACIFIC RAILWAY

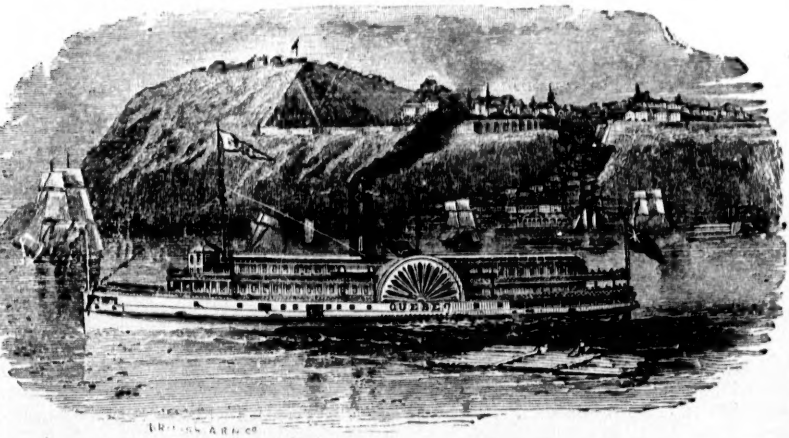
TIME TABLE, WITH NOTES.

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QUEBEC LINE

Eastern Division—Quebec to Montreal: 172 Miles

Miles from Mont'l	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES
172	LEAVE 3.30 P. M.	Quebec—Popalation 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river (1534), spent a winter at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. A few years later the headland was fortified, and, as the settlement grew, the fortifications were enlarged until Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759.—No city in America is so grandly situated, or offers views from its higher points so diversified and lovely. In the "upper town," on the highlands, the public buildings, churches, best business blocks, hotels and schools are found, and here the Engl sh and modern part of the town has outgrown its antecedents. The "lower town," near the water, abounds in irregular, narrow streets, quaint old houses, and an almost exclusively French population.—The commerce of Quebec began with the fur trade, and this remains an important element. Enormous transactions



in lumber go on here annually. The whole lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre.—The suburbs of Quebec are remarkably interesting in scenery, history, and opportunities for sport, especially fishing.—The railways centreing here, other than the Canadian Pacific,

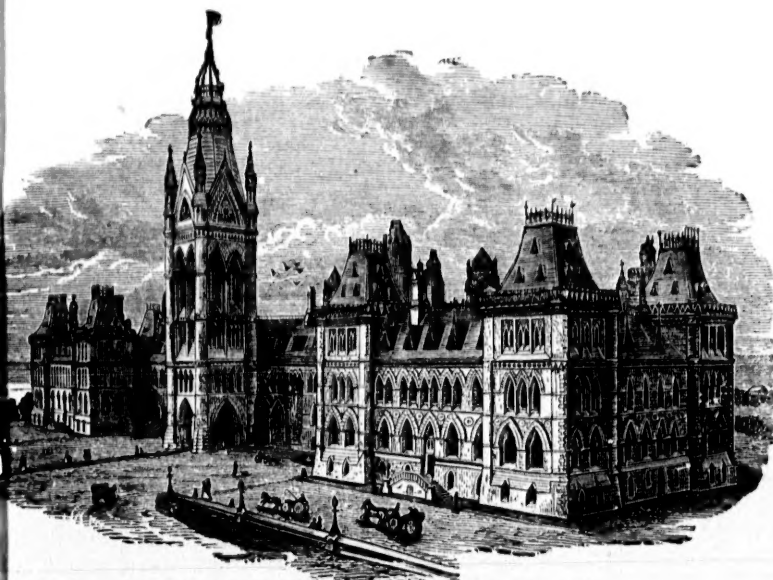
Miles from Mont'l	Trans- Cont'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE	are the Grand Trunk, the Intercolonial, the Quebec Central, and the Quebec and Lake St. John. Trans-Atlantic steamers of the Allan and Dominion lines land here in summer, and local steamers depart for all parts of the St. Lawrence and Saguenay rivers. Extensive docks, warehouses, &c., incidental to the terminal facilities of the Canadian Pacific Railway, will be noticed; passengers from Europe landing immediately at the railway station, where assistance concerning customs regulations, exchanging tickets, and forwarding personal effects, is rendered by the Company's agents.	
168	3.37 P. M.	†	Lake St. John R'y Junction —Junction with Q. & L.-St.-J. R'y for Lake St. John and the upper Saguenay.
164			Lorette —Originally a settlement of Christianized Huron Indians, with celebrated cascade scenery and fishing.
158			Belair
146	4.10		St. Jean de Neuville
142			St. Bazile
136	4.24		Portneuf —Pop. 2,200.
133			Deschambault
129			Lachevrotiere
126			Grondines
119	4.50		Ste. Anne de la Parade
114			Batiscan
107			Champlain
97	5.25		Piles Junction —Junction for branch line to GRAND PILES, 22 m. north, up the St. Maurice. Quantities of lumber and produce come down this river, which is noted for its fishing. At Shawanegan, (21 m.) the river falls 150 feet.
94	5.30 } 5.45 }	§	Three Rivers —Population 10,000. At the mouth of the St. Maurice, and at the head of tidewater in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. The chief buildings are the stately Catholic cathedral, the courthouse, the Ursuline convent, St. Joseph's college, and the Episcopal and Wesleyan churches. Besides the daily boats of the Richelieu line, several steamers ply to adjacent river villages. The chief industry is the shipment of lumber. The Dominion government has expended \$200,000 in improving the navigation on the St. Maurice, and over \$1,000,000 has been invested in mills and booms above. There are large iron-works and machine-shops here, where stoves and car-wheels are made in great numbers from the bog-iron ore of the vicinity. ‡
86			Pointe du Lac
79			Yamachiche
74	6.24		Louiseville
70			Maskinonge
64			St. Berthelemi
61			St. Cuthbert
			French villages. The St. Lawrence expands here into Lake St. Peter. Getting out timber and fuel occupies people in the winter. <i>St. Leon Springs</i> , near Louiseville, is a popular watering place, and medicinal resort.

† Flag Station.

§ Refreshment Station.

Miles from Mont'l	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
56	6.57	Berthier Junction	—Branch line to the port of BERTHIER.
48		Lanoraie	—A river landing two miles distant.
48	7.15	Joliette Junction	—Branch line to JOLIETTE, 7 m., and to ST. FELIX DE VALOIS, 17 m., northward.
42	7.24	La Valtrie Road	Populous and prosperous French villages, cut up into small farms, and frequented in summer by sportsmen and city visitors. Artists would find sketching subjects plentiful.
39		L'Assomption	
35		L'Epiphanie	
27		St. Henri de Mascouche	
23	8.03	Terrebonne	
17		St. Vincent de Paul	Suburbs of Montreal. The "North Shore" line, or Quebec Division, curves around the rear of Mt. Royal, and at St. Martin's Jc. unites with the "main line" of the Canadian Pacific, entering the city along the waterfront.
13	8.25	*St. Martin Junction	
10	8.39	Sault au Recollets	
5	8.50	Mile-end	
2	9.00	Hochelaga	
	ARRIVE		
0	9.10 P.M.	Montreal	—Terminus at the Quebec Gate station, Dalhousie square, whence horse-cars lead to Bonaventure station, and the western part of the city, and where cabs and omnibusses will be found waiting.

* Passengers for the Westbound transcontinental train change cars at this station.



PARLIAMENT BUILDINGS AT OTTAWA.—SEE PAGE 9.

TRANSCONTINENTAL ROUTE

Eastern Division—Montreal to Port Arthur: 993 miles.

Miles from Mont'l	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
	8.00 P.M.	Montreal	Population (with suburbs) 250,000. The city stands upon an island formed by mouths of the Ottawa. It was visited in 1634 by Jacques Cartier, who found the Indian village of Hochelaga on its site, at the base of Mount Royal, now the city's park. A trading post and fort was established here a century later, called <i>Ville Marie</i> , and was the last point yielded by the French in 1763. Settlements accumulated about this post, and a city rapidly grew up; about three fourths of the population at present are of French descent. The building of the canal about the Lachine rapids, just above the city, and the growth of railways and commerce, caused Montreal to increase, until it became the metropolis of the Dominion. Here resided the governor of the Hudson's Bay Co., and the fur trade has always occupied a prominent place in the city's commerce. In summer, great numbers of steamships and sailing vessels ascend to Montreal, which is one of the best harbors, as well as most thoroughly furnished warehouse-ports, in the world. The city is built almost entirely of stone, possesses imposing public buildings, churches and institutions, and many handsome residences, and is provided with superior hotels. Its suburbs are quaint and beautiful, and the whole neighborhood abounds in objects of interest. Steamships of the Allan, Dominion, and other lines run to Europe; and steamers connect Montreal with all the river and lake towns. The South Eastern Railway makes connection for Boston and all parts of New England,—the new cantilever bridge at Lachine soon to give it access to the Canadian Pacific Station. Over the Victoria bridge, the trains of the Central Vermont and Delaware and Hudson Canal Co's railroads connect Montreal with Southern New England and New York.
2	8.07	Hochelaga	Suburbs. At <i>Hochelaga</i> are the shops and rolling-stock depots of the Can. Pac. R'y., and extensive mills.
5	8.16	Mile-end	
9		Sault aux Recollets	Crossing of Back river.
12	8.32	St. Martin's Junction	Divergence of Quebec Division.
17		Ste. Rose	French village, frequented in summer by suburban visitors.
20		Ste. Therese	Crossing of the northern mouth of the Ottawa from Montreal island on to the mainland. Branch lines for ST. JEROME, ST. LIN and ST. EUSTACHE.
27		Ste. Augustin	French farming villages devoted largely to dairying.
32		St. Scholastique	
37		St. Hermas	
44		Lachute	Pop. 2,000. Fine waterpower, running a variety of factories, especially paper-mills and wood-working industries. Beautiful building-stone quarried here; and a dairy-country in the neighborhood. An interesting sporting region in the Laurentian hills northward.

Where no time is given this train does not stop

STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans- Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
49		St. Phillipe	A dairying and quarrying region; population largely English-speaking.
57		Grenville	
59	9.51 P.M.	§ Calumet —Refreshment rooms. The hills near here are rugged, and afford good shooting and trout-fishing. Charming views of the rapids of the Ottawa and Calumet rivers are gained from their summits.	
65		Pointe au Chene	Ottawa valley. Farming and dairying between the line and the river. Phosphate and mica mines at various points; also iron ore, building stone and good clays. Excellent shooting in spring along the rivers, and in the fall in the hill regions, which are wooded and rugged. Fishing abundant. The city of Ottawa is seen in the distance as the great lumber-yards of <i>Hull</i> are approached.
74		Montebello	
79		Papineauville	
84		North Nation Mills	
90		Thurso	
94		Rockland	
100		Buckingham	
104		L'Ange Gardien	
109		East Templeton	
114		Gatineau	
118		Hull	
120	11.45	§ Ottawa —Pop. 40,000. Capital of the Dominion, and in ONTARIO, where the railway now remains until Manitoba is reached.—Ottawa is picturesquely situated at the junction of the Rideau river with the Ottawa. Navigation is interrupted here by the falls of the Chaudiere, whose remarkable cataracts are seen in crossing the rivers. This gigantic waterpower is utilized, and some of the largest lumber manufactories in the Dominion, are here visible from the bridge; and also the timber-slides, by which the lumber from the upper river passes down without damage into the navigable water below. Close to the city, are the pretty Rideau falls. The city itself stands upon high ground overlooking the falls and the lumber-yards.—The principal places of interest within it are the public buildings, some of which, most prominently the octagonal and buttressed Library, can be plainly seen from the railway. These are of magnificent proportions, and ornate architecture. Rideau Hall, the residence of the governor-general, is two miles distant.—Ottawa is becoming not only the residence of many public men, and attracting a brilliant social circle, but factories of various kinds are accumulating.	
122		† Skead's	An agricultural and wood-cutting region, settled by English speaking communities. Bass, pickerel, and pike fishing is always good.
124		† Brittannia	
128		Bell's Corners	
134		Stittsville	
143		Ashton	
148	12.55 A.M.	‡ Carleton Junction .—Divergence of the Ontario Division to Toronto, Owen Sound, St. Thomas, etc. Refreshment rooms. Station for CARLETON PLACE, pop. 3,600.	
155	1.10	Almonte	From Carleton the main line turns northwest and afterwards west, and again seeks the banks of the Ottawa. This is a region cultivated in isolated spots, especially for barley and hay; but chiefly devoted to timber cutting and saw-mills, for which the frequent
158		Snedden's	
163	1.28	† Pakenham	
171	1.47	† Arnprior	
174		Braeside	
177	2.00	Sand Point	

STATIONS—DESCRIPTIVE NOTES.

Miles from Mont ^l	Trans-Conti ^l Train	STATIONS—DESCRIPTIVE NOTES.	
	LEAVE		
183	2.12	Castleford	rapids of the river give excellent waterpower. At <i>Arnprior</i> are marble quarries. Opportunities for sport both with gun and rod are excellent. The fishing is best in the many small lakes and in the Ottawa, where mas-kinonge, pickerel, bass, whitefish and perch are common. The largest villages are <i>Renfrew</i> (a brisk place, pop. 2,000, at the terminus of the Kingston & Pembroke R'y), and <i>Pembroke</i> (pop. 4,000) on the historic Allumette lake at the entrance of Muskrat river.
186	A.M.	Russell's	
189	2.28	Renfrew	
198	2.45	† Haley's	
205	3.00	Cobden	
211		Snake River	
215		Graham's	
219		Government Road	
224	3.41	Pembroke	
234		† Petewawa	
246	4.30	‡ Chalk River	The Ottawa is followed westward as far as <i>Mattawa</i> , where the river diverges as it comes down from northward, and then the line strikes westward towards L. Nipissing, north of Georgian bay. The Laurentian hills stand on the opposite bank of the Ottawa, and many rapids and romantic brooks, suggesting good fishing, please the eye. As <i>Mattawa</i> is approached the land becomes rough and strewn with ledges and boulders, which continues for some distance further: the valleys and borders of the many lakes are tillable and fertile, but farmers are few. <i>Mattawa</i> has 1,000 pop. and is the principal distributing point for lumbering supplies. Guides for hunting trips can be got here. At <i>Callander</i> the old Ontario government lines, which were taken by the Company, terminated, and here the construction of the Canadian Pacific Railway began in 1884.
251		Wylie	
255		Bass Lake	
262		Moor Lake	
270	5.24	Mackey	
274		Rockliffe	
284		Bissett	
297	6.28	Deux Rivières	
307		Klock	
318	7.21	Mattawa	
330		Eau Claire	Quantities of good land await cultivation, but at present getting logs, ties and cordwood is the chief industry. <i>Meadowside</i> is on a reservation of the Nipissing Indians, after whose chief <i>Beaucage</i> was named. <i>Wahnopitæ</i> is near an excellent fishing lake of the same name; and here the country becomes broken and rocky.
340	8.19	Rutherglen	
344	8.27	Callander	
348		Nasbonsing	
358	8.56	† Thorncliffe	
364	9.10	North Bay. —Railway divisional-point; and terminus of Northern & Northwestern Ry's from Hamilton, Toronto, and the Muskoka Lake country. A port (pop. 1,000) on L. Nipissing, whence a steamer cruises to other landings. Lake Nipissing is noted for its fishing (in great variety), and shooting; good hotels exist upon its borders, and it is a favorite summer resort. Choice lands and heavy timber border its shores, and settlement is proceeding.	
	FIRST DAY		
374	9.35	† Beaucage	
378	9.45	† Meadowside	
387	10.03	Sturgeon Falls	
397	10.26	† Verner	
408	10.51	† Veuve River	
419	11.14	† Markstay	
422	11.22	† Hillcrest	
431	11.42	† Wahnopitæ	
436	11.55	† Romford	

STATIONS—DESCRIPTIVE NOTES

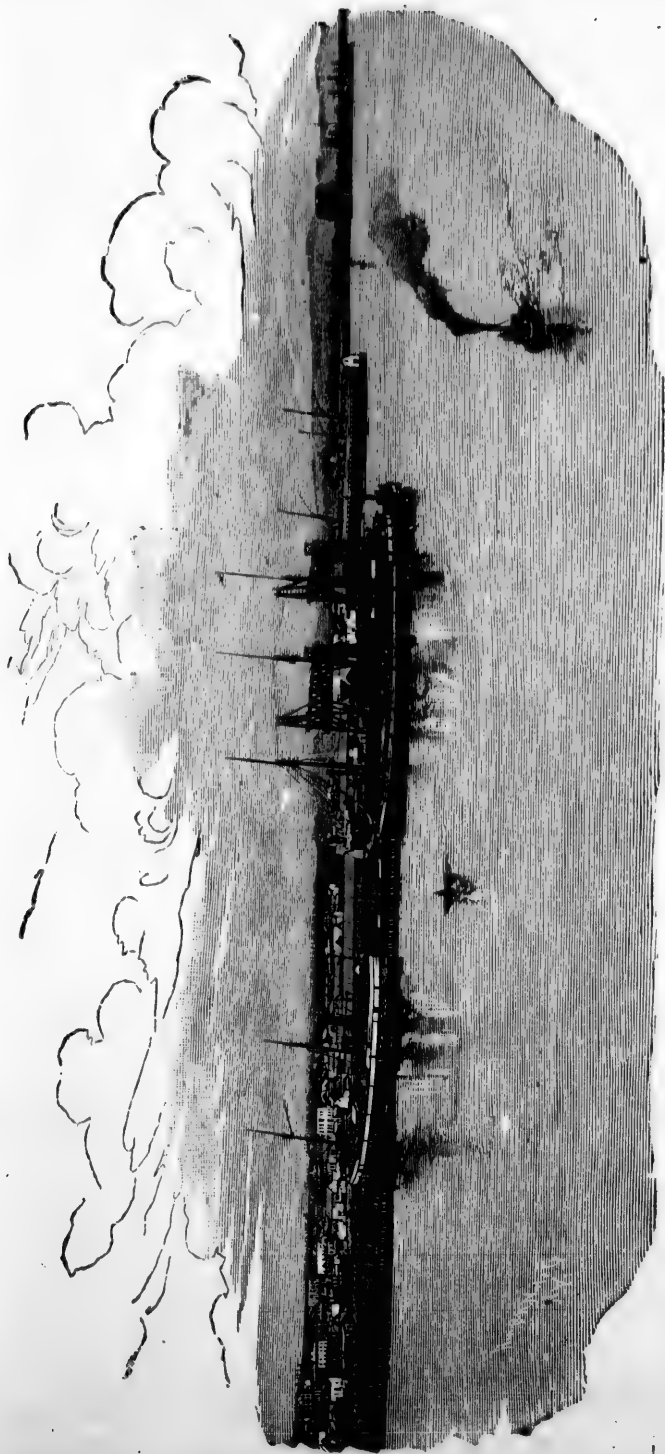
Miles from Montreal	Trans-Contin'l Trains	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
443	12.10 P. M.	Sudbury —Small station, whence the Algoma branch proceeds westward to Sault Ste. Marie, where it will connect with routes through northern Michigan to St. Paul, etc. This branch runs down the valley of Spanish river, penetrates pine forests and opens a region rich in iron, lead and copper,—the latter already mined at Bruce from the largest vein open anywhere in the world. Moose, deer, bears and small game reward the hunter.	
455	12.42	† Chelmsford	Beautiful views across L. Nipissing
461	12.55	† Larchwood	on the left, and of hills and cataracts on the right. Admirable engineering.
467	1.10	† Onaping	
478	1.45	Cartier —A railway divisional point.	
489	2.15	Straight Lake	Westward of Lake Nipissing the line follows Spanish river through forested hills for some distance. Large game and birds abundant; fishing for trout and lake-fishing excellent. <i>Biscotasing</i> would be a good outfitting point. The people trap fur-bearing animals in great numbers. Minerals abound.
501	2.45	† Pogomasing	
515	3.20	† Metagama	
532	4.05	Biscotasing	
549	4.45	Ramsey	
564	5.23	Woman River	
581	6.16	Ridout	
599	7.01	Nemagosenda	
615	7.53	‡ Chapleau —Pop. 500. Hudson's Bay Co.'s post.	Railway divisional point, and Hudson's Bay Co.'s post. A rude fire-swept region.
629	8.38	Pardee	
644	9.23	Windermere	This country was quite uninhabited until the railway was built, and known only to fur-trappers and hunters. The fur trade is still important.
661	10.08	Dalton	<i>White River</i> is a divisional point, and all the neighboring stations are mainly inhabited by French-Canadians.
675	10.48	Missanabie	At <i>Heron Bay</i> , L. Superior is first seen; and <i>Peninsula</i> has the first harbor north of Michipicoten. After this the shore of the lake is indented by many bays, penetrating the tremendous cliffs through which the railway makes its way by exceedingly costly and ingenious construction.
681	11.08	† Localsh	Many large rivers come down, all fine fishing streams. <i>Jackfish</i> is on Jackfish bay, a well known sporting place.
694	11.48	Otter	
710	12.38 A. M.	Grasset	
727	1.27	Amyot	
747	2.30	White River	
763	3.15	Bremner	
776	3.57	Trudeau	
791	4.37	Round Lake	
797	4.51	Melgund	
802	5.15	Heron Bay	
811	5.45	Peninsula	
830	7.01	Middleton	
846	8.01	Jackfish	
865	9.27	‡ Schreiber —Railway headquarters for this part of the line, which crosses many deep and romantic valleys on lofty trestles and admirable bridges. Population chiefly railway employees. Refreshment rooms.	
	SECOND DAY		
880	10.26	Rosspoint	Stations on the heights overlooking the lake—splendid scenery, and examples of difficult engineering, amid rocky hills rich in minerals.
896	11.30	Gravel River	
912	12.20 P. M.	Mazokama	
928	1.06	Nepigon —Hudson's Bay post, and station for the sporting district along Nepigon bay, up Nepigon river and tributaries, and Nepigon lake,—all famous for canoeing opportunities, charming scenery, and large trout and whitefish.	
946	1.52	Wolf River	Inland stations behind Thunder cape, on powerful rivers falling into Black Sturgeon and Thunder bays.
961	2.34	Pearl River	
979	3.21	Mackenzie	
	ARRIVE		
993	4.00	Port Arthur —See next page.	

Western Division—Port Arthur to Donald: 1,452 Miles

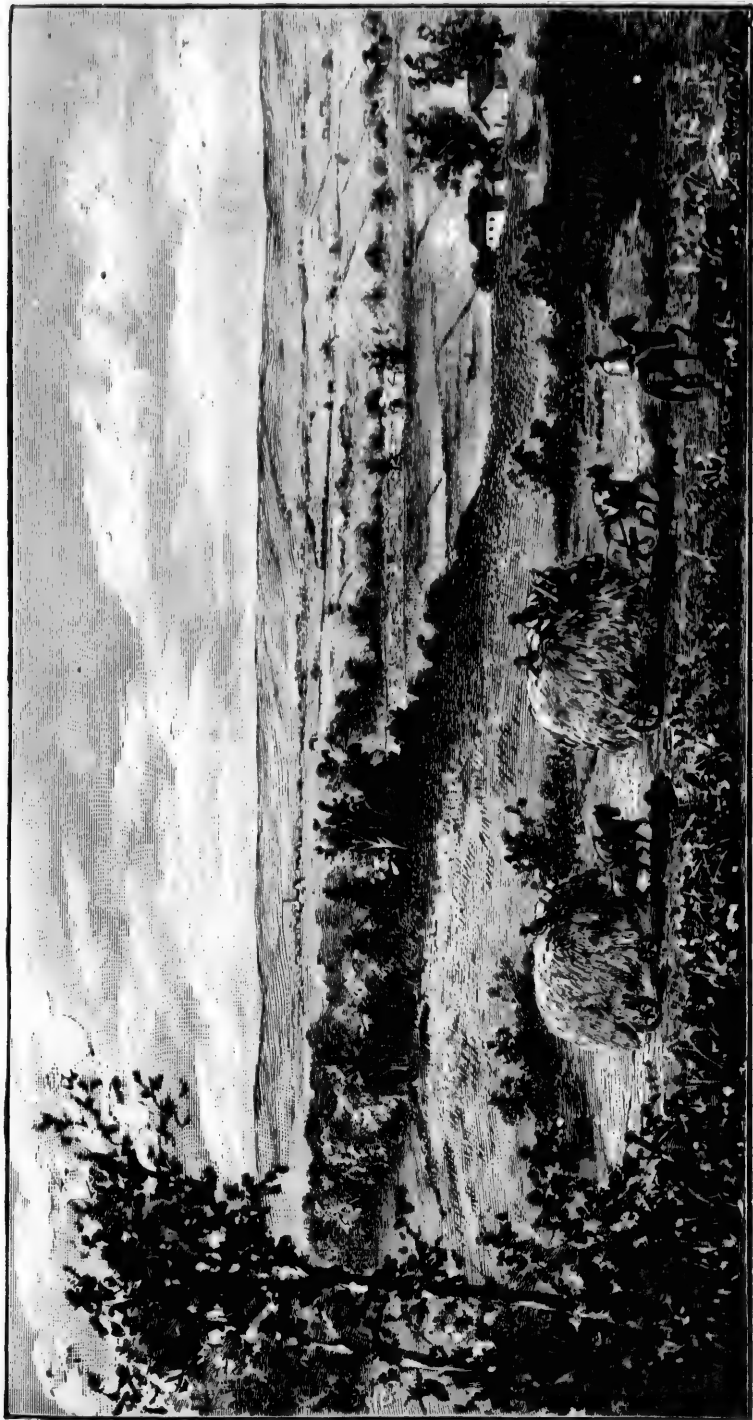
Miles from Mont'l	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
993	LEAVE 15.10* 3.10 pm	Port Arthur —Pop. 3,500. Formerly known as Prince Arthur's Landing; at the head of Thunder bay, and first settled about 1867. The town is prettily situated overlooking the bay, which is a fine open harbor, and has in view the dark cliffs of Thunder cape and Pie island. Since the opening of the Lake Superior section of the railway, it has assumed particular importance as the connecting point between the railway system of the Northwest and the inland water-route of Canada <i>via</i> the great lakes. Extensive wharves have lately been erected, together with enormous docks, huge elevators for grain, and terminal warehouses and stations. There is much pretty scenery in the hills back of the town, while the bay and its islands are adapted to yachting and picnic excursions. A remarkable variety of minerals occurs in the neighborhood.—Here come the steamers of the Canadian Pacific line from Owen Sound, landing their passengers and freight on the same wharf which bears the station; while most of the other Lake Superior lines call here, in passing, affording opportunities for voyaging to ports around the whole circuit of the lake.	
1000	15. 30	Fort William —Site of the oldest trading post on L. Superior. Situated at the mouth of the Kaministiquia river, which affords a good harbor. Ft. William is used to a large extent by the Can. Pac. R'y Co. as a distributing point for the immense quantities of coal, lumber and heavy supplies passing over the road or across the lake.	
1011	15.56	Murillo	In the lower valley of the Kaministiquia the land is good, cultivation extensive and new settlements increasing. The railway then strikes westward, through pretty scenery, toward the ridge separating the basin of L. Superior from Hudson's bay, along the old fur-trading canoe-and-stage route to the Northwest. This is a wild and difficult region, rocky and uninviting to the farmer, but with large resources for ties, firewood and certain kinds of timber. Minerals abound and near <i>Savanne</i> are profitable gold mines. The rivers are rich in romantic scenery, and invite canoeists, who can find Indian guides and helpers, and can buy provisions from traders. Deer and other large game range the woods, and ducks throng about the lakes. <i>Ignace</i> is a railway divisional point and <i>Eagle River</i> a good centre for fishing.
1021	16.22	Kaministiquia	
1030	16.45	Finmark	
1049	17.31	† Nordland	
1052	17.40	Dexter	
1058	17.54	† Linkooping	
1069	18.20	Savanne	
1079	18.45	† Upsala	
1089	19.01	† Carlstadt	
1097	19.25	† Bridge River	
1109	19.54	English River	
1117	20.13	† Martin	
1127	20.38	† Bonheur	
1145	21.20	Ignace	
1163	22.13	† Raleigh	
1173	22.37	Tache	
1196	23.28	† Wabigoon	
1203	23.43	Barclay	
1225	24.33	Eagle River	
1235	24.58	Vermillion Bay	
1243	1.17	Gilbert	
1249	1.33	Parrywood	
1266	2.23	Hawk Lake	
1282	3.08	† Rossland	

* The 24-hour system is in use on the Western and Pacific Divisions of the Canadian Pacific Railway. By this system the A.M. and P.M. are abolished, and the hours from noon till midnight are counted as from 12 to 24 o'clock.

PORT ARTHUR FROM THE LAKE



Miles from Mont'l	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
1290	3.30 3.30 am	Rat Portage	A large town at the north end of the Lake of the Woods, on the strip of land lying between that lake and a bay of Winnipeg river, where the scenery is enchanting; thousands of islands, quiet bays, falls and rapids, serve to make up a picture not easily forgotten. It is the centre of a mining district producing gold and other ores. There are very large sawmills here.
1294	3.49	Keewatin	Rocks and forests as before,—the
1306	4.22	† Deception	"Keewaydin" of the Ojibways; now
1313	4.40	Kalmar	the political district of ALGOMA WEST.
1321	5.00	Ingolf	At <i>Rennie</i> , MANITOBA is entered.
1327	5.16	† Cross Lake	<i>Whitemouth</i> is an important timber-
1332	5.26	† Telford	making station, the connecting
1342	5.52	Rennie	streams and lakes of the interior
1362	6.40	Whitemouth	enabling lumbermen to float hither
1368	6.55	Shelly	vast quantities of logs. Piles of cord-
1378	7.16	† Monmouth	wood and ties will also be noticed
1387	7.37	Beausejour	along the track.
1402	8.10	Selkirk, East	Prairie stations near the site of one
1408	8.24	† Gonor	of Lord Selkirk's early colonies. After
1415	8.40	Bird's Hill	the Red river is crossed, Winnipeg
1423	9.00 } 9.40 } 9.40 am	‡ Winnipeg	comes into view.
		—Pop. 25,000.	
		A magic city of a few years' growth, only a little while back a trading post of the Hudson's Bay Company, but now a handsomely built city, and the capital of Manitoba. "This is the focal point of the Canadian Northwest, a fertile region extending from the Red river for a thousand miles west and fifteen hundred miles northwest, to the mountains of British Columbia,—a region already producing grain and cattle to an enormous extent, and having possibilities beyond the grasp of the most sanguine mind. Interest must give place to amazement on seeing the change that has been wrought in five short years. The massive grain elevators and flouring mills, the well-tilled farms and the numberless herds of cattle, would elsewhere indicate a growth of decades. The many railway lines radiating from Winnipeg, and the twenty miles of well-filled sidings at that point, give evidence of the immensity of the traffic of the country beyond." Two branch lines connect Winnipeg with the United States. The offices and plant of the Western Division of the Can. Pac. R'y Co., are situated in Winnipeg, and a fine station has been built, wherein an elegant dining-room will be found.	
		THIRD DAY	
1430	9.57	† Bergen	Valley of the Assiniboine. The swelling
1438	10.13	Rosser	prairie is covered with fields of
1445	10.29	† Meadows	grain, and farm-houses dot the landscape.
1452	10.43	Marquette	Nor is this prairie flat and uninteresting;
1458	10.56	Reaburn	it is diversified with trees along all the water-courses, and
1463	11.08	Poplar Point	is ever changing in color and form.
1472	11.26	High Bluff	



A PRAIRIE SCENE IN THE VALLEY OF THE ASSINIBOINE, MANITOBA

Miles from Mont'l	Trans- Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
1479	11.48 A.M.	Portage La Prairie —Pop. 4,000. Market-town of richest part of Manitoba, and intersection of Manitoba and Northwestern R'y. Several industries have been successfully started, viz: paper mills, biscuit factory, flour and oatmeal mills, etc., besides a heavy grain trade.	
1486	12.08	Burnside	A rich wheat district, known as "Beautiful Plains." <i>Carberry</i> (pop. 400) is the foremost place, (refreshment room) and ships nearly half a million bushels of grain annually, drawn from the upper Assiniboine valley southward, and from Pine, Squirrel and other valleys northward, draining into White Mud river.
1494	12.24	‡ Bagot	
1497	12.53	Austin	
1516	13.16	Sydney	
1521	13.30	‡ Melbourne	
1529	13.50	‡ Carberry	
1537	14.29	Sewell	
1545	14.45	‡ Douglas	
1550	14.58	Chater	
1555	15.10 3.10 pm	Brandon —Pop. 4,000. At the crossing of the Assiniboine river. It is the market-town for the country north to Minnedosa, and south to the Turtle mountains. The huge grain elevators and warehouse accommodation will be noticed at the station. The town has abundant churches, schools, and well-furnished shops and factories of local supplies.	
1564	15.40	‡ Kemnay	Stations for a grain and stock-raising region. <i>Virden</i> is an intelligent village of amazing growth. <i>Moosomin</i> is the first town in ASSINIBOIA, and the station for the Fort Ellice and the Moose M't'n districts. At <i>Whitewood</i> a new bridge across the Qu'Appelle river (northward) gives an impetus to growth. The trade at all these places is far beyond what their small size would indicate.
1572	15.57	Alexander	
1581	16.18	Griswold	
1588	16.35	Oak Lake	
1603	17.07	Virden	
1620	17.46	Elkhorn	
1634	18.19	Fleming	
1642	18.38	Moosomin	
1658	19.15	Wapella	
1672	19.46	Whitewood	
1687	20.20 } 19.40 }	§ Broadview —Pop. 600. Divisional station. Refreshment rooms. Prettily situated at the head of Weed lake. The repair shops of the railway give the place a standing, and it advances rapidly under the patronage of several flourishing colonies.	
	MOUN- TAIN TIME		
1694	20.00	‡ Oakshela	Station for the Pleasant Hills district, northward, and for a widely cultivated area southward. An Indian reservation close by. The lakes and river-flats of this region furnish excellent wild-fowl shooting, and prairie-chickens abound, with some large game.
1702	20.20	Grenfell	
1709	20.38	Summerberry	
1717	20.58	Wolseley	
1735	21.45	Indian Head —Headquarters of the celebrated Bell farm and of the Qu'Appelle Indian Agency. The Fishing lakes on the Qu'Appelle, 8 miles north, and another beautiful lake, 6 miles south, offer special attractions.	

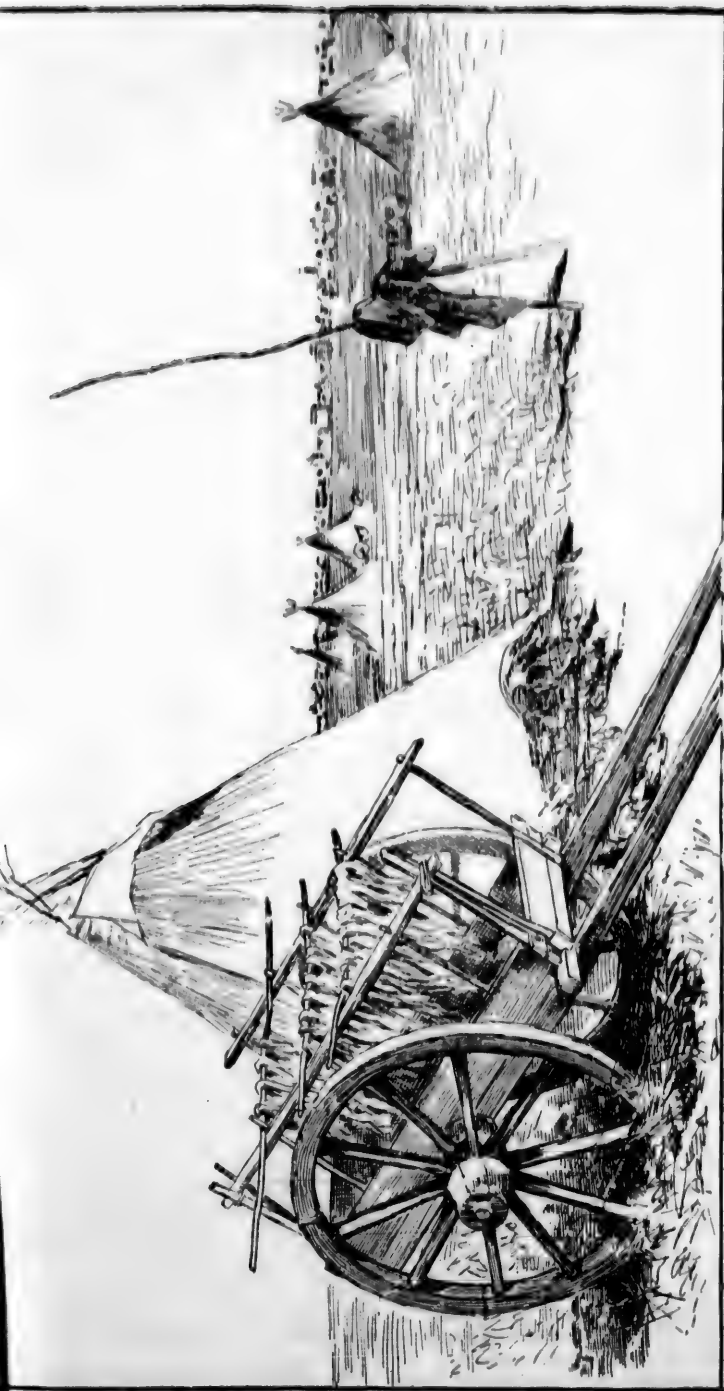
Miles from Mont'l	Trans- Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
1746	22.16 10.16pm	Qu'Appelle —Pop. 700. Station and supplying point for Qu'Appelle and towns northward in Qu'Appelle and Saskatchewan valley, reached by stages. Land offices and governmental immigration buildings here. The streets are lined with poplar trees, adding to the beauty of this flourishing business point.	
1755	22.40	McLean	Prairie stations. Good shooting in the near vicinity, and farms along the streams northward.
1764	23.04	Balgonie	
1771	23.22	† Pilot Butte	
1779	23.45	Regina —Pop. 800. Capital of Assiniboia, headquarters of the Indian service, and of the Northwest Mounted Police. The governmental buildings and police fort are two miles northward. The Mounted Police form an uniformed force, about 1,000 strong, stationed throughout the Northwest, at the expense of the Dominion, to keep order among the Indians, and to prevent the selling of liquor, forbidden by law in the territories. These officers board the train at frequent intervals, in order to guard against the importation of contraband liquors.—Regina is in the centre of the largest block of wheat-growing land in the northwest. It has miles of graded streets, a large reservoir, elevators, warehouses, and a flourishing trade. A railway is projected to cross here from points southward to the upper Saskatchewan, 22 miles of which are already	
1796	24.45	Pense	built, northward to Long lake, upon which a steamer is running.
1813	1.30	Pasqua	
1821	2.00	Moosejaw —Pop. 600. A divisional station; and an important terminus during the construction of the line. Station for Wood Mountain and other districts southward, where soft coal is abundant, and herds of cattle range.	
1837	2.40	Caron	Settlements scarce, and the prairie (Coteau de Missouri) almost in its original state, yet covered everywhere with greensward, and diversified with lakes and clear streams, the resort of waterfowl, especially at <i>Rush Lake</i> , with other feathered game in astonishing quantities, and the haunt of the antelope. Near <i>Chaplin</i> the Old Wives lakes are skirted.
1855	3.29	Parkbeg	
1866	4.05	† Secretan	
1875	4.25	Chaplin	
1894	5.15	† Morse	
1912	5.55	Rush Lake	
1919	6.12	† Waldeo	
1927	6.33	† Aiken's	
1933	6.50	Swift Current —Divisional point; on Swift Current creek, which rises in the Cypress hills and empties into the Saskatchewan. Stage to <i>Battleford</i> (200 m. northward), Ft. Pitt and North Saskatchewan valley, weekly.	
	FOURTH DAY		
1951	7.52	† Goose Lake	Water-tanks, and stations for stock-raisers. "The prairie rolls in beautiful low swelling undulations, touching the skyline in graceful curves in one place, and falling gently down to the horizon in another."
1969	8.42	Gull Lake	
1977	9.07	† Cypress	
1988	9.36	† Sidewood	
2008	10.35	† Colley	

Miles from Mont'l	Trans- Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
2019	11.10	Maple Creek —Post of the Mounted Police, and shipping station for the extensive cattle and horse ranges in the Cypress hills, 15 m. southward. Agency of the Blackfeet.	
2038	12.04	† Forbes	Stopping places opposite Cypress hills.
2051	12.40	† Walsh	Formerly noted for buffalo and now
2061	13.07	Irvine	a successful cattle-region.
2074	13.40	Dunmore —Starting-point of the Northwest Coal & Navigation Company's railway westward up the Belly river to Lethbridge and Ft. McLeod. At <i>Lethbridge</i> (109 m.) are extensive mines of soft coal, and a large colliery village. <i>Fort McLeod</i> is a hill-station of the Mounted Police, and the centre of very valuable cattle interests. Bituminous coal is dug near Dunmore, also.	
2083	14.05	Medicine Hat —Pop. 700. At the crossing of the South Saskatchewan (steel bridge, 1010 ft. long). Coal and iron are abundant in the neighborhood; water, inexhaustible; wood, plentiful in Cypress hills, 36 m. southward, and climate most healthful. An active business place supplying cattle-ranches collieries. Divisional point, and repairing shops of the railway. From this point the railway trends northwesterly, following the north slope of Bow river, a tributary of the Saskatchewan.	
2091	14.45	† Stair	Ranches for hundreds of miles along
2098	15.03	Bowell	the foothills, north and south. Here
2118	16.05	Langevin	formerly roamed the buffalo, and
2136	16.53	Tilley	these plains were a bloody borderland
2156	17.55	Cassils	between Blackfeet and Crees. At <i>Lan-</i>
2173	18.36	Latham	<i>gevin</i> , where ALBERTA is entered, are
2189	19.21	† Crowfoot	wells of natural gas; at <i>Tilley & Gle-</i>
2208	20.15	Gleichen	<i>ichen</i> , successful experimental farms
2224	21.08	Strathmore	of the C.P.R.; and at Gleichen the
2242	21.56	Langdon	first satisfactory view of the Rockies.
2262	22.50 10.50pm	Calgary —Pop. 2,000, altitude 3,388 feet above sea level. Beautifully situated near the junction of the Bow and Elbow rivers, within fine view of the Rockies, and just outside the foothills. Capital of Alberta, post of the Mounted Police, land agencies, and divisional point of the railway. Headquarters of the grazing industries and containing the most wealth and finest banking privileges, shops, etc., for its size, of any town in Canada. Some farming, for hay, oats, flax, etc.; roots and vegetables do exceedingly well. Good water-power, little utilized as yet.	
2285	24.02	Cochrane	The profile of the Rocky Mountains
2295	24.31	† Radnor	seen here is extremely irregular.
2303	1.00	Morley	There is no stately line of rounded
2316	1.30	Kananaskis	summits set in orderly array along
			the horizon, or evenly serrated chain of peaks; but the sky rests upon a jagged wall, every elevation having some angular and abrupt form quite unlike its neighbor, and the whole seeming a long stretch of ruins rather than a mountain range. By the time <i>Cochrane</i> station is reached, the traveller is well within the rounded grassy foothills and river "benches," or terraces. After leaving Cochrane, and crossing the Bow, the line ascends a grade to the top of the first terrace,



A SCENE ON BOW RIVER ; ENTRANCE TO THE ROCKY MOUNTAINS

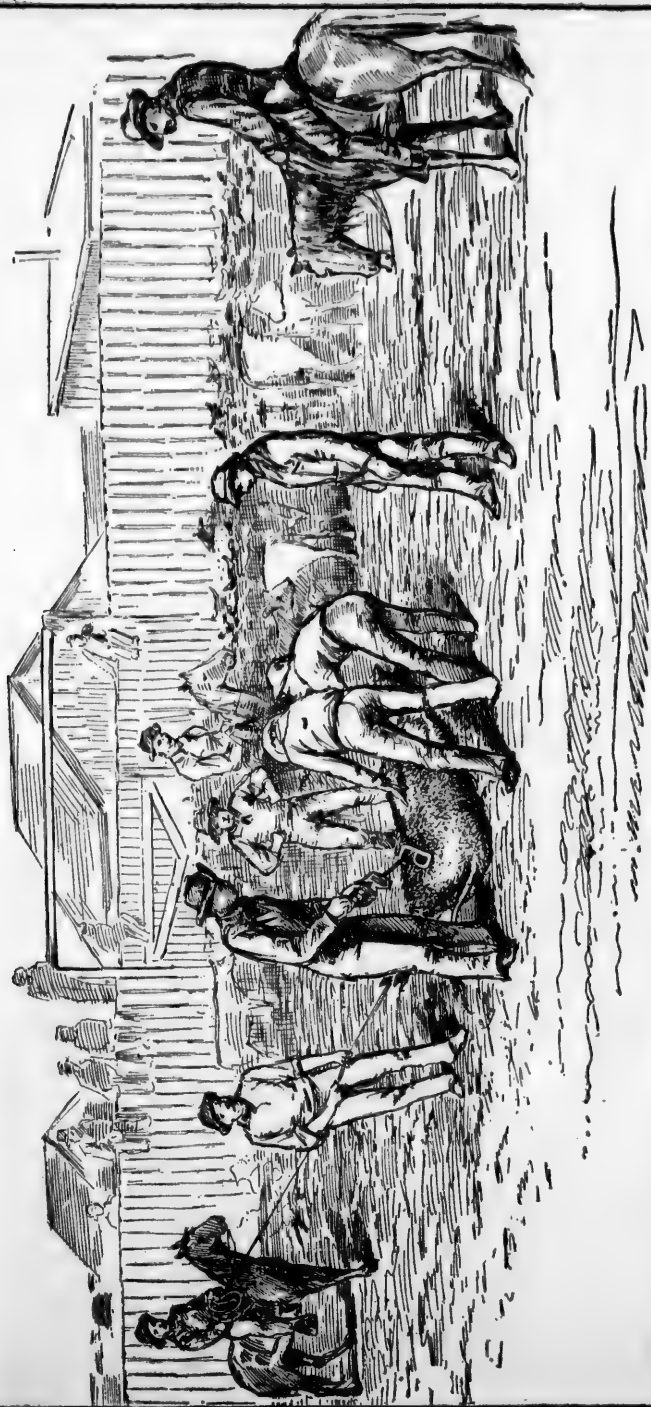
Miles from Mont'	Trans- Conti'l Train	STATIONS—DESCRIPTIVE NOTES
	LEAVE	whence a magnificent outlook is obtained into the foothills, especially toward the left hand, rising in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys change into broken ravines, and lo! through an opening in the mist, made rosy with early sunlight, we see, far away up in the sky, its delicate pearly tip clear against the blue, a single snow-peak of the Rocky Mountains. . . . Our coarse natures cannot at first appreciate the exquisite aerial grace of that solitary peak that seems on its way to heaven; but, as we look, gauzy mist passes over, and it has vanished." An open, lightly timbered region succeeds. Here is the Stony Indians' reservation; and a glimpse is caught of <i>Morleyville</i>, their agency village, and of some of their well-tilled farms. "On again we go, now through long stretches of park-like country, now near great mountain-shoulders, half misty, half defined, with occasional gleams of snowy peaks far away before us like kisses on the morning sky. The Kananaskis river flows directly across the pass that leads into the mountains which here begin to close in around us. We stopped at the <i>Kananaskis</i> station, and walking [to the right] across a meadow, behold the wide river a mass of foam leaping over ledges of rock into the plains below." (<i>Lady Macdonald</i>.)
2324	1.52	†The Gap—A rocky gateway, letting the Bow river issue from the hills, beyond which the track turns northward, and ascends the long valley between the Palliser and Front ranges of the Rocky Mountains. A remarkable contrast in appearance between these two ranges will be noticed. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. Now begins a series of visions and experiences beside which all seen before dwindles into insignificance. Five ranges of prodigious mountains are to be crossed before the Pacific coast is reached, and grandeur and beauty now crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.
2329	2.10	Canmore—Altitude (of station) 4,230 ft. Divisional point. The three lofty peaks on the left, seen as the station is approached, are the Three Sisters. On a hill behind the station stands a group of isolated monumental rocks (conglomerate) curiously weathered out of the softer soil, and widely renowned. "Here the pass we are travelling through has narrowed suddenly to four miles, and as mists float upwards and away we see great masses of scarred rock rising on each side—ranges towering one above the other. Very striking and magnificent grows the prospect as we penetrate into the mountains at last, each curve of the line bringing fresh vistas of endless peaks rolling away before and around us, all tinted rose



INDIAN TENTS, CART, &c., NEAR BRADON

STATIONS—DESCRIPTIVE NOTES

Miles from Mont'i	Trans- Cont'n'l Train	LEAVE	
			blush-pink and silver, as the sun lights their snowy tips. Every turn becomes a fresh mystery, for some huge mountain seems to stand right across our way, barring it for miles, with a stern face frowning down upon us; and yet a few minutes later we find the giant has been encircled and conquered, and soon lies far away in another direction. Mount Cascade is perhaps one of the most remarkable of these peaks. Approaching its perpendicular massive precipice-front, streaked with a thousand colors which glow in the sunshine, we half shrink from what seems an inevitable crash. From this precipice falls a narrow cascade, making a leap of about 1,800 feet. Surely it will presently burst over us! But no; a few minutes later Mount Cascade has mysteriously moved away to the right, and its silver waterfall soon gleams in the distance." (<i>Lady Macdonald.</i>)
2342	3.03		Banff—Station for the National Park, and the Hot Springs of Banff—a medicinal watering-place and pleasure-resort. This park is a tract of many square miles embracing every variety of scenery, charming and wonderful, which the government has already made accessible by many carriage-roads and bridle-paths. In the rivers and lakes trout are plentiful and of a size unheard of elsewhere, and in the hills and forests roam deer, mountain sheep, and goats. The general altitude of the valley is about 4,500 feet. Roads have been built northward to Devil's lake, an extremely deep sheet of water, walled in by tremendous cliffs, and overlooked by that remarkable peak, the Devil's Head, which forms a well-known landmark, since it is visible far out upon the plains. The fishing here is unrivalled, and the scenery grand. In the Bow river, near Banff station, are some beautiful falls and rapids, dropping 60 feet in the course of a few rods. Cottages and small hotels now exist; but the railway is building a very large and elegant hotel, with perfect arrangements for bathing in the spring water, and for all sorts of recreation.
2349	3.27		Castle M'n—Alt. 4,470 ft. "Here the Bow river, which we
2360	4.00		Silver City—Alt. 4,580 ft. have skirted since leaving Cal-
2368	5.06		Eldon—Alt. 4,720 ft. gary, winds through the wide
2378	5.25		Laggan—Alt. 4,930 ft. green plateau, its waters of a dull China blue. About five miles farther on, Castle mountain is before us, standing a sheer precipice 5,000 feet high—a giant's 'keep,' with turrets, bastions and battlements complete, reared against the sky. "As we rise toward the summit, near Stephen, about thirty-five miles further on, the railway's grade gets steeper, tall forests gather round us, and a curious effect is produced by glimpses of snowy spurs and crests peeping through the trees, and of which, though apparently near us, we see no base. This conveyed to me an idea of our eleva- tion." (<i>Lady Macdonald.</i>) —Another writer has this to say of the scenery:—"The Bow river at this point is a swift, deep stream of pea-green water. We follow it through low forest for several miles, and then at <i>Castle Mountain</i> [station] turn to the west, and begin the ascent



BRANDING CALVES

Miles from Mont'	'Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE	of the main range. Here comes into view, off towards the north, the first of the great glaciers. It is a broad, crescent-shaped river of ice, bearing all the characteristics of the Swiss glaciers (so far as I can judge from pictures of Swiss glaciers), the further end concealed behind the lofty yellow cliffs that hem it in. You seem to be almost on a level with it, and at the distance of hardly half-a-dozen miles; but it is 1,300 feet above you, and a round dozen miles away, and almost inaccessible by reason of the ravines and rocks and forest which intervene. Down its back flowed in August a meandering stream of blue water. This fell over the front in a fine waterfall, and came to us in a creek as white as milk, which poured into the Bow. The larger river itself drains from the glacier higher up, and its stream at this height is pale with that peculiar chalky tint which melting glaciers have. The forest is not noteworthy until the top of the pass (altitude 5,300 feet) is reached, when the eye looks across miles of magnificent evergreen trees, filling the great depression through which the Kicking Horse stream rushes headlong from cataract to cataract down to the westward, dividing at the summit from the eastern waters in a marshy spot, which supplies moisture that perceptibly trickles right and left to the Atlantic and to the Pacific. A large post is seen at the left of the track, marking the boundary line between Alberta and British Columbia." (<i>E. I.</i>)	
2384	4. 25	† Stephen —Alt. 5,290 ft.	Summit of the Rocky Mountains.
2387	5. 35	Hector —Alt. 5,190 ft.	<i>Stephen</i> is named after the vast
2395	6. 20	‡ Field —Alt. 4,050 ft.	and beautiful mountain, loftiest of
	FIFTH DAY	the Rocky Mountains in this latitude, to which the honorable name of Sir George Stephen, President of the Canadian Pacific Railway, is attached. This peak is stated to be 8,240 feet above the track. The castellated mass this side of it, which comes into good view on the left, as soon as the summit is passed, is Cathedral mountain. A magnificent picture of snowy peaks, one behind the other, bursts upon the vision across the valley toward the north and west; and the difficulties of the descent begin. "We saw the little stream gradually diminishing as we ascended towards the lake, and now on the other side we see another little rill running out of a swamp and led into an artificial channel. This is the first stream encountered that goes towards the Pacific, and it is one of the heads of the Kicking Horse river. We follow it along, and the little brooklet expands into a creek, and leads us past the Cathedral mountain, broad and snow-covered, its towers and pinnacles resembling some great Duomo. We have pierced the range, and now start downward on the Pacific slope by a steep gradient. An extra locomotive is fastened behind the train, and all brakes put on, so that these, with the reversed engines, retard the descent. Rounding a curve, the tall form of Mount Stephen, with its two surmounting peaks, comes into full view as the outpost on the southern side of the pass, its snowy tops tapering off into	

STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans- Contin'l Train
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LEAVE

a long glacier. The little stream expands into a lake, where wild ducks disport, but the forest fires have blackened all the surrounding surfaces. Winding through the valley is the 'tote road' of the railway builders, a necessary preliminary of the work, but now abandoned. We pass the little station of *Hector* (named from Dr. Hector, the hero of the 'kicking horse' incident after which the pass was christened by Palliser's exploring expedition, about 1845), which is nestling under the shadow of Mount Stephen. Our little creek has become a mountain torrent, and falls into quite a large lake, from which flows on the right hand the Kicking Horse river. Here begins the great cañon which this stream, with impulsive suddenness, soon carves deep into the mountain side. The river becomes a wild and roaring torrent, leaping over cataracts and dashing down rapids far below us, making a vast fissure in the mountain which the railway has to get down by difficult work and skilful engineering.... The route is cut out of the great cliffs high up on the sloping side of the cañon, turning and twisting about in the roughest country imaginable to put a railway through. Mountain peaks are seen everywhere, with subsidiary valleys between them, each sending out its rushing stream to feed the swelling river that roars over the boulders far below. The views along these are indescribably grand, while their sides are composed of great and small rocks apparently strewn about by some terrific convulsion. Passing under the edge of the Tunnel mountain the railway finally gets down to the bottom of this portion of the cañon, where the river flows with comparative peacefulness into a valley of some breadth. Here, under the edge of the Tunnel mountain, with the river in front and an array of other peaks opposite, the Railway is building a pretty Swiss chalet, as a mountain halting place for tourists. This is *Field*, 2,395 miles west of Montreal, named from Cyrus W. Field, of New York, who has always been a great advocate of this route." (*London Times*.)

The most striking view along this stretch is where the line crosses for the second time the Kicking Horse, where the river rushes underneath the railway through a deep and narrow gulch. The traveller here sees a valley coming down from the right, out of a marvelous array of snow-laden and glacier-studded peaks, the most prominent of which (on the opposite side, ahead) is Mt. Field. After passing the tunnel this huge peak comes into plainer view. The hotel at Field (which is the first station in BRITISH COLUMBIA) is an excellent point for stoppage. It is managed by the Company, and well provided in every way.

2402	7.20	Otter-tail —Alt. 3,670 ft.	After leaving the placid flats of the Kicking Horse, the line ascends again, crosses the Ottertail (whence one of the finest views, backward and off towards the right, is given) and descends to the mouth of
2409	7.42	† Leanchoil —Alt. 3,570 ft.	
2416	8.15	Palliser —Alt. 3,250 ft.	

Miles from Montl	Trans- Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE	the Beaverfoot valley, coming in from the left, where the road makes a short turn to the right, exposing the noble Beaverfoot range at the left. "Thus we enter the lower cañon of the Kicking Horse, the river running suddenly from a broad valley into a steep-banked fissure, through which the railway winds. The cañon narrows, and its sides grow higher, while the river, again a roaring torrent, cuts deeper and deeper into the fissure. The foaming waters sweep with raging speed past great precipices and over rocks and boulders that have fallen directly into the stream-bed. There is hardly room for the river and railway to make their way between the enormous masses of cliff towering far above and almost shutting out the sunlight. The route is cut out of the rocks, and the cañon makes such sharp bends that in several cases to get in a curve that the trains can go around the cliffs have to be tunnelled and the river bridged. This is repeatedly done, the torrent being crossed and recrossed within brief distances. The old 'tote road' is scratched out of the hill-side above, and looks like a most dangerous highway, yet along it all the materials had to be taken before the railway could be built." Finally the cañon ends, and the train rushes through a narrow gateway out into the valley of the Columbia. Here another surprise awaits. The train, escaped from the cañon-walls, rushes at full speed along the base of a ridge, which confronts it on the right, until it swings around its foot toward the north. Then springs into view a magnificent sierra, lifted high against the azure sky. It is the <i>Selkirk range</i> of mountains, lofty, rock-ribbed and glacial. Their base is hidden behind massive folds of foot-hills looking almost black beneath a mantle of spruce, which sweeps far up the sides of even the central cones, intercepted here and there by jutting crags, cut from top to bottom in long lanes mowed year after year by the avalanches, and capped by a chain of summits from whose turrets winter never retreats. And when the afternoon sun is dropping slowly towards it, and the mists of the great valley have risen into light clouds that fleecily veil the cold peaks, they swim in a radiant warmth and glory of color that suggests Asgard, the celestial city of Scandinavian story, whose foundations were laid on the icy pillars of those far northern mountains where the Vikings worshiped.	
2428	9.03	Golden—A small village on the bank of the Columbia river. Much gold mining has been done in the vicinity, and the place is steadily growing in importance. From here the steamer <i>Duchess</i> makes weekly trips (Thursday) to the head-lakes of the Columbia, where there are placer mines. This trip is a novel one, profitable to both sportsman and lover of scenery. From the head of navigation, roads and trails lead over to FINDLAY creek and mining village; and to the agricultural and grazing districts in the KOOTENAY valley.	
2435	9.21	†Moberly House—Site of the oldest cabin in the mountains.	

Miles from Mont'l	Trans- Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES
2445	9.50	Donald —End of Western Division. On the bank of the Columbia, here crossed by a steel bridge. This was the headquarters of construction in the mountains. Gold is found along this part of the Columbia, which rises about 100 miles southward, flows swiftly northward 75 miles, turns sharply westward around the northern end of the Selkirks and returns southward along their western base.

Pacific Division—Donald^{*} to Vancouver; 461 miles.

2446	9.50	Donald —Alt. 2,550 ft.	The Columbia is crossed and its western bank followed down to the Gate of the Beaver, into which the line turns sharply to the left toward Roger's pass through Selkirks. Crossing the Columbia on a fine truss bridge, the railway runs down its margin close under high wooded bluffs, which here rise into the foot-hills of the Selkirks. The banks of the river opposite are also lofty bluffs. Seventeen miles below Donald the Beaver river comes down from the mountains, finding exit through a narrow opening between high rocks, after the manner of all the streams in this region. Up through this gateway the railway turns and follows the gorge of the Beaver for several miles, by means of admirable engineering and through enchanting scenery. It occupies a bed cut into the mountain side, higher and higher above the stream, which is presently abandoned for the side-gorge at the right, down which Mountain creek leaps and dashes, and is crossed upon a bridge nearly 1200 feet in length. Beyond, Cedar creek is crossed by a bridge 125 feet in height, and not far west of it is a bridge spanning a rivulet which descends in a succession of foaming cascades, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i>. The principal difficulty in construction along this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down the very steep slopes along which the road creeps. To span these fierce torrents with bridges or culverts which would not be torn away required great skill and a liberal expenditure. Several of the more notable bridges have been mentioned, but the greatest of all crosses Stony creek—a noisy rill flowing in the bottom of a V-shaped channel, cut deeply into the soft rock. To so high a level upon the hillside was the line compelled to attain, that this bridge spans the ravine 295 feet above the torrent—one of the loftiest railway bridges in the world. It is about 750 feet long and cost \$250,000. After crossing this bridge the line follows up the gorge of the insignificant Bear creek, at whose source is the narrow portal, between Mt. Carroll on the south and Hermit mountain northward, which
	9.42	Beaver Six Mile Creek Bear Creek	

PACIFIC TIME

STATIONS—DESCRIPTIVE NOTES

Miles from Mont'	Trans- Cont'n'l Train	LEAVE	
			admits to the summit. These mountains are flanked by enormous precipices, down the side of one of which (on the right) pitches a waterfall several hundred feet in height, white and dusty like snow. Mt. Carroll towers a mile in vertical height above the track, so near, so bare, sheer and stupendous, that it impresses one with a sense of the height and majesty of these mountains in a way that perhaps no other single view can do. As this magnificent promontory, whose base is green with abundant foliage and warmth and whose crest is wreathed in clouds and snow, is gradually left behind, the splendid peaks of the massive Hermit mountain (so named from its close resemblance in one aspect to a cowed monk of St. Bernard, followed by his dog) are disclosed, and the upper course of the noble cataract seen below can be traced to its source in the mighty glaciers that surmount The Hermit and his neighbors.
2479	10.07		Roger's Pass—Summit of the Selkirks, 4,300 ft. in altitude at the station. The pass was named after Maj. Rogers, by whose adventurous energy and skill it was discovered in 1883, previous to which no human foot had penetrated these fastnesses of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the right forms a prodigious ampitheatre, whose parapet, eight or nine thousand feet above the valley, encircles vast spaces of snow and shelters wide fields of perpetual ice, glaciers beside which those of Switzerland would be insignificant, and so near them that the shining green fissures penetrating their mass can be distinctly seen. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit is chief, are beyond statement, and never to be forgotten by the fortunate man who has seen the sunset or sunrise tinting their battlements, or has looked up from the valley about him at some snow-shower trailing its curtain along their crests, with perchance a white peak or two standing serene above the harmless storm.
2481	11.42		Glacier House—Two miles west of the summit the train turns to the left and takes one into view of the greatest of all the Selkirk glaciers, overlooked by the stately monolith named Sir Donald peak, after Sir Donald Smith of Montreal. Facing this enormous field of ice and that crowning summit of the range, whose head is reared a mile and a quarter in vertical height above the track, stands the pretty Swiss chalet which forms a meal-station for passing trains, and a most comfortable stopping place for tourists who wish to hunt or fish or explore the surrounding mountains and glaciers. The great glacier is hardly a mile away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is entirely practicable, adding sensations of novelty and superiority of size to all those features that attract Alpine climbers in Switzerland. Many other pleasant paths and "improvements" have been made in the neighborhood of this hotel, which offers a luxurious

Miles from Mont'l	Trans- Cont'n'l Train
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STATIONS—DESCRIPTIVE NOTES

LEAVE

2487	12.35
2496	13.14
2503	13.44
2513	14.27
2524	15.08

Ross Peak Sid'g**Illecillewaet****Albert Canon****Twin Butte****Revelstoke**

headquarters for mountaineering. Game is very abundant throughout these lofty ranges. Their summits are the home of the bighorn sheep and the mountain goat, the latter almost unknown southward of Canada. Wapiti and deer frequent the lower glades. Bears can always be obtained on the mountain heights. Birds are numerous, and fish throng in the icy streams.

Descent of the western slope of the Selkirks, which begins at "the loops" just beyond the Glacier House. "Perhaps," writes Lady Macdonald, "no part of the line is more extraordinary

as evincing daring engineering skill, than this pass, where the road-bed curves in *loops* over trestle-bridges of immense height, at the same time rapidly descending. In six miles of actual travelling the train only advances two and a half miles, so numerous are the windings necessary to get through this cañon. As I sit looking forward down the pass I can see long trestle-bridges below, and yet *on a line* with the one we are crossing at the moment! They show above the forest, sharply distinct, so far below, that for a moment my heart beats quickly as I feel the brakes tighten, and the engine bear on with a quiet, steady, slower rush round and down and over, while I look through the trestle-beams into the hurrying foam of waters 150 feet below."

The outlet of this glacier is the Illecillewaet ("swift current") river, and it is by its gorge that the descent is made. The best views are now backward, toward Sir Donald and adjacent peaks, which many judge to be the grandest of all seen. The Illecillewaet is a stream of no great size but of course turbulent, whose water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along, especially backward. Half-way down the train skirts the very brink of several remarkably deep cañons, cut like enormous trenches through the solid rock, whose sheer walls rise hundreds of feet on the opposite side, too steeply to let any soil or vegetation cling, and buttress the wooded crags beyond which ranks of glacial mountains are heaped against the sky. The most striking of these cañons is the *Albert*, where a deep fissure opens in the rocks and the river suddenly drops down a cataract some 200 ft., flowing nearly 300 ft. below the railway, a raging mass of waters compressed into a stream scarcely 20 ft. wide. "This strange chasm twists about, and from the train you have momentary glimpses of the foaming waters far below. When it stops, the passengers rush out to get a better view of the abyss. At another place, nearer the Columbia, there is a second gorge, broader but much similar." After the huge mountain known as the Twin Butte (which has a notch cut in the peak, dividing it into two summits) has been passed, there looms up

Miles from Montl	Trans- Contin'l Train
	LEAVE

STATIONS—DESCRIPTIVE NOTES

upon the right the conspicuous and beautiful peak named Clachnacuddin. The Illecillewaet resembles the other river-passes in guarding its entrance with narrow, rocky portals. Through these, exit is made into the broad plain of the Columbia west of the Selkirk foothills, and Begbie, with its glaciers and snow-fields, Cunningham with its double summit, and a long line of other snowy monarchs in the Gold range ahead, suddenly break upon the vision. "We make our final crossing to the north bank of the Illecillewaet, which has done such good service in guiding the railway down out of the mountains, and then it rushes away from us to end its course in the Columbia. The rows of bordering peaks continue out to the larger river, which flows in a broad stream southward between the ranges past the great Mt. Begbie. The railway crosses the level forest, where the huge cedars have nearly all been burnt, and comes to this little town of Revelstoke."

2524 15.08

Revelstoke—Alt. 1,600 ft. Second crossing of the Columbia, which falls 950 feet between Donald and this point and has here a current of eight miles an hour. This is the supplying point for a large area of gold-mining operations; especially northward toward the great bend of the river around the northern extremity of the Selkirks. Half-civilized Kootenay Indians are likely to be seen here cleverly handling their strangely shaped canoes of birch-bark. The river is here navigable for steamers.

2533 15.47

Eagle Pass

2541 16.17

Griffin Lake

2553 16.53

Craigellachie

The Columbia is crossed upon a bridge and trestle-continuation, together one-third of a mile long.

Then the ascent of the Gold range begins by moderate gradients and through earth-cuttings to the Summit lake, at the top of Eagle pass, 1,800 feet above the sea. "The railway is laid along a succession of lakes and connecting streams that conduct it through the mountains, and by comparatively easy gradients it gets both up to and down from the pass. The region traversed is a gold-producing section, and prospectors and placer miners are numerous, though there are scarcely any other settlements anywhere in the mountains. The Gold range has some snow-capped peaks, but generally they are much lower than the Rockies or the Selkirks, and have more rounded tops, being composed of loose materials, requiring very little difficult rock-cutting in building the line. The region is a universal forest in the valleys and upon the mountain slopes. . . . The principal lakes in succession are Summit, Victor, Three Valley and Griffin. We go through these forests to the summit of the pass, which is the dividing ridge between the waters seeking the Pacific ocean by the Columbia river and these flowing westward through the Fraser river. At the actual summit there is a long and narrow lake of beautiful clear water surrounded by high mountains. This is the beginning of the Eagle river, and the railway route is cut out of the rocky border of the lake. Its winding shores and overhanging cliffs are very pretty.

STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans- Cont'n'l Train	LEAVE	
			Then the line follows the Eagle river down the western slope, a succession of long narrow lakes and their connecting streams, the railway seeking one shore or the other as has best presented a feasible line. While the scenery is fine, there is nothing like the startling cañons and terrific engineering seen in the other mountain ranges. . . . Lake after lake is passed, the finest being the Three Valley lake, which stretches three arms into as many gorges. The lakes and streams are full of fish, and thousands of trout and salmon can be seen swimming in their clear waters, a great temptation to the angler. It is in this attractive region that we pass a little station alongside the Eagle river, 2,553 miles from Montreal, which has been given the sturdy Scotch name of <i>Craigellachie</i> . It was here that the "last spike" in the construction of the Canadian Pacific Railway was driven with modest ceremony by Sir Donald Smith, in November, 1885."
2568	17.36	Sicamous	The London <i>Times</i> recently described this part of the road most excellently: "The Eagle river leads us down to the Great Shuswap lake, so named from the Indian tribe that lived on its banks and who still have a 'reserve' there. This is a most remarkable body of water. It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at <i>Sicamous</i> narrows, and then goes for a long distance along the southern shores of the lake, running entirely around the end of the Salmon arm. For fifty miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake with its bordering slopes gives a fine reminder of Scottish scenery. The railway in getting around it leads at different, and many, times towards every one of the thirty-two points of the compass. Leaving the Salmon arm of the lake rather than go a long and circuitous course around the mountains to reach the Southwestern arm, the line boldly strikes through the forest over the top of the intervening ridge. We come out at some 600 feet elevation above this 'arm,' and get a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson river. The remainder of the route follows the valley of this stream, which gives as pretty a sight as one would
2587	18.27	Salmon Arm	
2595	18.49	† Tappen Siding	
2604	19.16	† Notch Hill	
2620	20.04	Shuswap	
2636	20.46	Ducks	

STATIONS—DESCRIPTIVE NOTES

Miles from Moun't	Trans- Cont'n'l Train
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LEAVE

care to see of a rich pastoral valley enclosed between mountain ridges. The Shuswap Indian reserve shows some signs of settlement and cultivation between the river and the lake on an extended stretch of lowland bordered by forests. The Indians of British Columbia are said to make better labourers than most of those on the plains, when they will work. They make excellent herdsmen and shepherds on the ranches in these luxuriant valleys, and their little settlements are scattered at intervals along the river wherever they can pick up a livelihood.

"The Thompson river broadens in to the Little Shuswap lake, and the route is cut out of the hillside on its southern bank. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, haystacks, and good farmhouses on the level surface, while herds of cattle, sheep, and horses roam over the valley and bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold range on both sides of the railway, and is one of the garden spots of British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages, with the evidences of thrift that are all around."

2653 21.40

Kamloops—Pop. 1,000. Divisional point, and principal town in the Thompson River valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 100 miles northward, and here joins the main stem, whence the the name, which is an Indian word meaning a river-confluence. It is a beautiful spot. "The broad valley is intersected by another coming into it at right angles. The rivers flow over the plain and finally join. There is both a background and a foreground of bordering hills, and the town stretches along a single street at the edge of the river. At either end the Chinese have set up their special little towns, while the English residents occupy the centre. The railway track enclosed with planks runs along the middle of the street, and this is the foot-walk and promenade. Little steamboats are on the river, and saw-mills are briskly at work." The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious bunch-grass.

2661	22.18	†Tranquille
2667	22.39	Cherry Creek
2678	23.17	Savona's
2684	23.41	Penny's
2698	24.35	Ashcroft
2713	1.35	Spatsum
2725	2.23	Spence's Bridge
2731	2.47	Drynock

Below Kamloops the Thompson enters a series of cañons, leading to the great gorges of the Fraser river, into which it pours at *Lytton*. "Startling as was the ride through the Rockies and Selkirks, the carving out of the line upon the steep banks of the deep and winding cañons of the Thompson

STATIONS—DESCRIPTIVE NOTES

Miles from Mont'	Trans- Contin'l Train
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LEAVE

2747	3.50
2753	4.14
2763	4.54

Lytton**†Sisco****Keefer's**

and Fraser rivers has also called for great engineering skill, and gives for hundreds of miles a succession of

superb scenes and magnificent displays of the art of successful road-making. . . . It is at the Kamloops lake, a beautiful sheet of water into which the Thompson river widens just below the town, that the fine scenery of the cañon begins. This lake is about 20 miles long and a mile or two wide. The river above it meanders in careless crookedness through a valley that is enclosed by parallel ridges of round-topped, furrowed, and water-worn hills, the bottom-lands making a good grazing country, with many herds of cattle. The lake spreads across this valley, the bordering hills, however, changing to towering rocks, which become higher as the mountain range is entered. They bear no timber, and the sombre aspect of the cliffs, with the parched brown vegetation, contrasts sharply with the bright green waters. The railway has to be carried on ledges and through tunnels on the southern bank, the views over lake being beautiful as the route winds in and out, now piercing a tunnel and now hung upon a bridge over some great fissure. A half-dozen rocky ridges stretch across this lake, and have been broken through by the waters, so that it presents a series of high promontories and intervening bays. The little village of *Savona* [where the Government's line ended and the C. P. R. construction eastward began] is at the foot of the lake, and below this the gorge narrows and the Thompson river flows out with swift current towards the sea, plunging with mad pace over the successions of rapids at the bottom of the cañon. This cañon broadens and narrows as the mountain chains approach or recede, and the railway is carried high above the river on the southern side. Where the bottom lands spread out the river winds through them, leaving flats or bars. It is on these and the sandy outflows of the mountain streams which fall in, that much gold has been found, and both here and on the Fraser river can be seen the gold hunters shaking their "cradles" to wash the sand from the gold dust. In the bottoms and on the hills along this river, until the gorge runs too far into the mountains, the grazing is good, and there are evidences of some settlement, with cattle herds and horses feeding on the 'bunch grass,' which looks in its dried condition like so much hay. Below this part, however, the rocks become too steep to permit of much habitation. A light bridge deep down in the cañon, thrown across the Thompson river where several roads come together out of the mountains, gives a name to the station of *Spence's Bridge*. . . . As the Thompson river cañon gets further into the mountains the gorge becomes deeper and narrower and the scenery even more grand. The hills are denuded of trees, but some shrub-timber grows in sheltered parts of the valleys. The river becomes a wild torrent. The railway has a difficult route, is laid high

Miles from Mound	Trans- Conti'l Train
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STATIONS—DESCRIPTIVE NOTES

LEAVE

SIXTH
DAY

above the water, and crosses a great number of lofty trestle-bridges over the fissures in the sides of the cañon, while it has to pierce cliff after cliff through tunnels. The sides of the gorge in most places are precipitous, making it impossible to get down to the water's edge. A wagon road is cut into the precipice along the top, high above the stream, and here are seen a party of Indians with their ponies, moving their household goods on the animals' backs. But it seems perilous navigation to go along such a roadway in such a dangerous place, entirely unprotected from falling far down into the abyss below. Then the cañon gradually winds its way into the mountains and approaches the highest peaks, some with snow-rifts on their summits, which border the cañon of the Fraser river. And finally we come to *Lytton*, a town started by a colony of gold-miners at the junction of the two rivers.

"The Fraser river is the chief watercourse of British Columbia, rising in the northern portion of the Rockies, and flowing for about 500 miles before it begins to break through the mountains on its way to the strait of Georgia. It passes Lytton as a full stream with rapid, turbid current, which, when the Thompson river is added, becomes much larger and at times a foaming torrent. It flows through a deep and rocky gorge, but with the slopes and bottoms better timbered than the Thompson River valley. The scenery is, if anything, on a grander scale, and the huge rocks that have fallen into the water have been worn by the action of the elements into forms like towers, castles, and rows of bridge-piers, with the swift current eddying around them. The cliffs that encompass the river rise for thousands of feet, and in many places stand up like solid walls, or jut out, and almost bar the passage. A pair of such protruding promontories is used by the railway to cross the river on a fine iron bridge [the cantilever bridge near *Sisco*], but it has to tunnel one of the cliffs to secure a safe route on the opposite bank. The great number of mountain torrents coming in, and the rocky buttresses that intervene, make the railway for miles a succession of tunnels and trestle-bridges, most costly to construct, and compel endless bends to get a practicable route at all. These obstructions narrow the channel so that the river runs at race-horse speed. Clouds encompass the higher peaks and float along in the cañon while the water boils below. There are intervals, however, when the valley broadens sufficiently to permit a nook where an acre or two of comparatively level land gives a chance for brief cultivation."

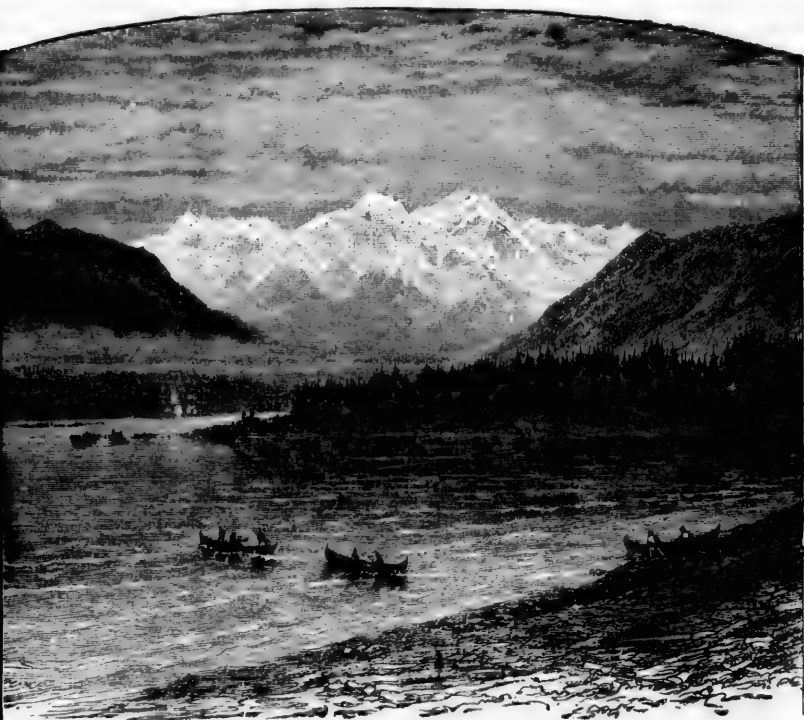
2774	5.38	North Bend —Divisional point; refreshment rooms. Here is a large tourists' hotel, managed by the company.	
2789	6.48	Spuzzum	Yale is the head of steamer navigation, and an outfitting point for miners and ranchmen northward. It has about 1,200 population; and occupies a level flat under fine cliffs.
2801	7.36	Yale	
2815	8.43	Hope	
2823	9.05	Ruby Creek	
833	9.22	Agassiz	

Miles from Mont'	Trans-Contin' Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
2842	9.57	Harrison	<i>Hope</i> is a similar, but smaller town. Both were founded 25 years ago; and the waggon-road seen here and below was built by the government of British Columbia, at vast expense, as an avenue to the Cariboo gold diggings toward the head of the Fraser, where there are now many flourishing settlements. "The Fraser River cañon below Yale becomes more of a valley, and its course changes from south to west. There is better cultivation and settlement, but the mountains still overhang us, and the route to the coast is encompassed by them and laid through an almost unbroken forest. On leaving the dry and arid region of the mountains for the more genial climate of the coast, there is brighter foliage and more luxuriance. The ridges separate and the river broadens, flowing with gentler current now that it has plenty of room. Then it seeks different channels, and flows into the Georgian strait, with two outlets, its delta embracing a vast surface of rich agricultural land capable of high cultivation. Its shores are moderately settled, but could easily support a much larger population."
2851	10.22	Nicomen	
2861	10.49	Mission	
2871	11.16	Wharneck	
2879	11.38	Hammond	
2887	11.50	New Westminster Junction	Divergence of branch to New Westminster, an old and important seaport in the populous and fertile Fraser delta; distance, 8 miles.
2891	12.10	Port Moody	At the head of Burrard inlet, in the midst of forests of gigantic trees. This was the provisional terminus of the road, and has an excellent harbor, but there are dangerous narrows between it and the open strait, which made the lower harbor of the inlet, at Vancouver, the present terminus, far superior as a commercial port.
	ARRIVE		
2906	12.50 1.30pm	Vancouver	Pop. 5,000. Vancouver, the western terminus of the Canadian Pacific, stands upon the beautiful slope bordering English harbor, near the entrance of Burrard inlet. The town has been built with great rapidity, but the wooden houses first thrown up to afford shelter, are fast giving place to substantial buildings of stone and brick; extensive wharves line the shores, where only two or three years ago the primitive forest swept to the water's edge; while a crowd of shipping and boats, moved by steam and sails, by the sturdy arms of fishermen, lumbermen and settlers, or under disciplined strokes of a man-o'-war's crew; together with dozens of Indian canoes of all shapes and sizes, some paddled by men and others by squaws, with a cargo of furs, fish, vegetables and children, or simply steered with a carved paddle while the breeze fills their sails of bark-matting, combine to make a scene of lively animation off shore. The shores of Burrard inlet elsewhere has several settlements and timber-mills; and one pretty town with white-painted houses and a neat church is an

Miles from Mont'l	Trans- Cont'n'l Train
	ARRIVE

STATIONS—DESCRIPTIVE NOTES

Indian mission-station, of some 300 people. Vancouver is a calling-port for most of the coast-wise steamers, and port of departure for steamers to Japan and China. On the arrival of the train a steamer departs for Victoria, on Vancouver island,—a ferriage of eight hours through the beautiful archipelagos of the gulf of Georgia and Puget sound.



SCENE ACROSS THE STRAIT OF FUCA

2990	21.00 9.00pm
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Victoria—Pop. 12,000. Capital of British Columbia, situated at the southern extremity of Vancouver island. It has a lovely site, and its mild climate is healthful. English people and manners predominate, in contrast with "Western" abruptness, Chinese picturesqueness and Indian squalor. At Esquimault harbor (2 m.), an Imperial naval station, a fleet rendezvous. This station, Beacon Hill park, overlooking the straits of Fuca and the Olympic mts., and many fine drives make the place one of the most interesting in Canada.—Victoria does a large business in naval supplies, general merchandise, fish, coal and timber. A railway extends thence to the coal and farming districts near Nanaimo on the western coast of the island.

Steamships on the Pacific Ocean

Steamships of the Canadian Pacific line, depart every three weeks for Japan and China, according to the appended table. These are fast steamers heretofore in the service of the Cunard line. Their route is shorter by 800 miles than the steamers from San Francisco. The trip will require only 12 to 15 days to Yokohama, and 17 to 20 days to Hong Kong. At Yokohama, connection is made for all other ports in Japan, eastern China and Corea; and at Hong Kong for Sydney, Melbourne, Auckland, Levuka, Batavia, Calcutta and the East Indies, and Australasia generally.—In addition to the Japan line an extensive coast-service has been provided. At Victoria, where daily connection is made by prompt steamboats and railroads for all the seaports, towns and farming districts in Washington Terr. and Oregon, U. S. A. Once a week, or oftener, steamers depart from Vancouver or Victoria to San Francisco, where connection is made for the Sandwich Island and Australia, southern California, Mexico and South America. Once a fortnight, a steamer leaves Vancouver for Alaska, traversing a region of magnificent scenery. The course is wholly within narrow and intricate, but deep and safe, channels, affording a constant succession of magnificent scenery.

INTENDED SAILINGS OF TRANS-PACIFIC STEAMSHIPS

EASTWARD SAILING				WESTWARD SAILING			
Name of Steamships	Leave Vancouver Monday	Arrive Yokohama Saturday	Arrive HongKong Monday	Name of Steamships	Leave HongKong Tuesday	Leave Yokohama Sunday	Arrive Vancouver Monday
Abyssinia..	20 June	9 July	18 July	Abyssinia..	17 May	29 May	13 June
Parthia. . .	11 July	30 "	8 Aug.	Parthia. . .	7 June	19 June	4 July
Batavia. . .	2 Aug.	21 Aug.	30 "	Batavia. . .	28 "	10 July	26 "
Abyssinia..	30 "	18 Sept.	27 Sept.	Abyssinia..	26 July	7 Aug.	23 Aug.
Parthia....	23 Sept.	12 Oct.	21 Oct.	Parthia. . .	19 Aug.	31 Aug.	16 Sept.
Batavia. . .	17 Oct.	5 Nov.	14 Nov.	Batavia. . .	12 Sept.	24 Sept.	10 Oct.
Abyssinia..	10 Nov.	29 "	8 Dec.	Abyssinia..	6 Oct.	18 Oct.	3 Nov.

And sailing every 24th day thereafter.

ONTARIO AND LAKES ROUTE

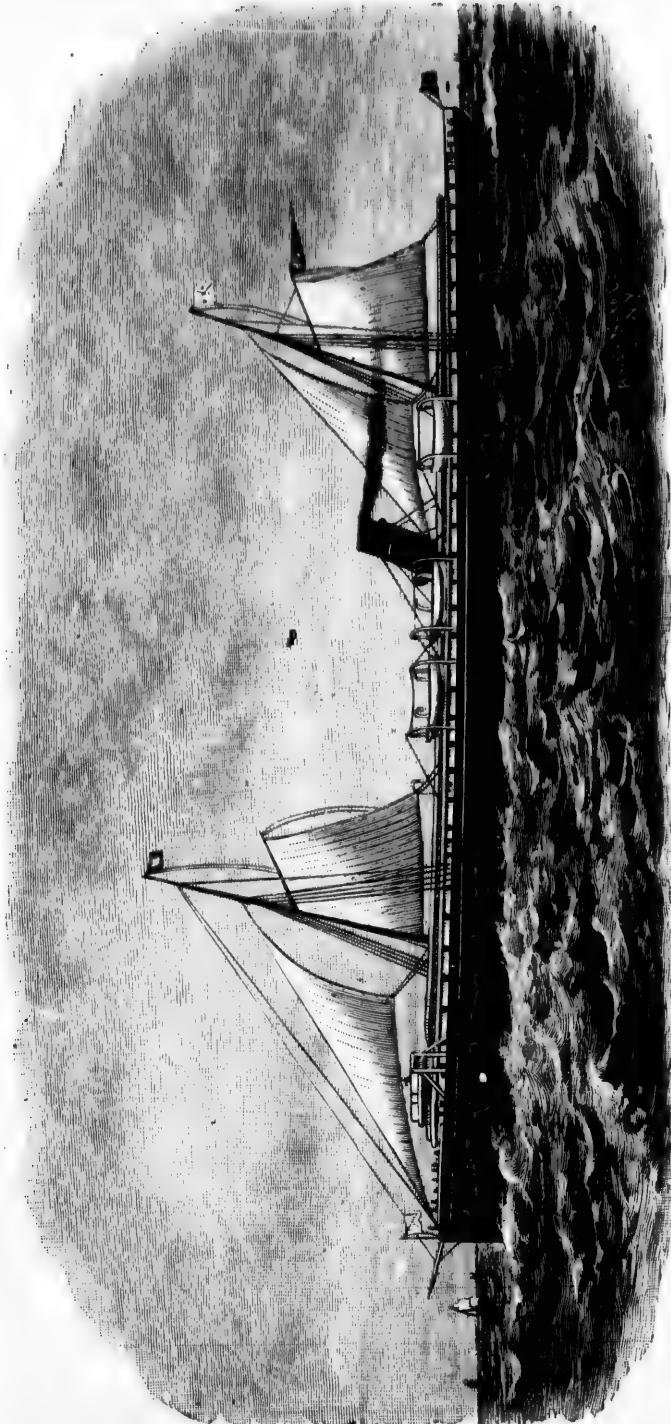
By Rail from Montreal to Toronto and Owen Sound; and by
Can. Pac. Steamship Line from Owen Sound to Port Arthur

Miles from Mont'l	Toronto Express	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
0	8.00 P.M.	Montreal —Quebec Gate Station.	
120	11.45	Ottawa	For account of intermediate stations, see pages 3 and 4.
148	12.45 A.M.	Carleton Junction	
164	1.10 A. M.	Smith's Falls Jc. —Divergence from main line, and of Brockville branch, Canadian Pacific Railway.	
170		Pike Falls —Waterpower-point in the Rideau river.	
176	1.32	Perth —Pop. 4,000. A stirring farming centre of Scotch and Irish people mainly. Considerable milling is done. In the neighborhood, quarries of fine white free-stone and phosphates are worked.	
184		Bathurst —Farming station, near Christie's lake.	
191		Maberly —Sharbot lake crossed at the narrows.	
202	2.14	Sharbot L. Junction —With Kingston and Pembroke Ry., for KINGSTON, on L. Ontario, 46 m. southward.	
211		Mountain Grove	Thinly settled Laurentian hills, rivers and lakes, inviting to the tourist and sportsman. Timber, fine building stone, iron and other minerals abound, and water-power is available every- where. <i>Tweed</i> is on the Moira, an important lumbering stream. At <i>Ivanhoe</i> , charcoal is made. At <i>Central Ontario Junction</i> , the Cent. Ont. Ry. is crossed, and at <i>Blairton</i> the Cobourg and Marmora Ry.; these roads open iron-mining districts northward. At <i>Norwood</i> , a flourishing village, the hills are escaped and a fine farming country is entered.
216		Arden	
226		Kaladar	
235		Sheffield	
242	3.40	Tweed	
251		Ivanhoe	
260	4.13	Central Ont. Jc.	
269		Blairton	
274	4.35	Havelock	
280	4.55	Norwood	
288		Indian River	
298	5.31	Peterboro —Pop. 8,000. Here the Otonabee river, in the space of 9 miles, rushes down an incline of 147 ft., furnishing waterpower to many mills. "From this point as a centre, a whole realm of wild beauty opens out to the lover of nature, quiet lakes innumerable, flashing waterfalls, sparkling streams abounding in fish and game. This is the place where the Rice-lake canoe was invented, and in it the whole territory can be traversed with few portages. Through this region, down the Trent, came in early times the ubiquitous Champlain from L. Huron, leading the Huron raid into Iroquois-land."	
	EASTERN TIME		

Miles from Mont'l	St'mship Express	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
307		Cavanville	Stations for the quieter landscape and fruitful fields of central Ontario, a richly cultivated grain and fruit producing region. At <i>Myrtle</i> , L. Seugog is reached, and the Whitby and Pt. Perry Ry., is crossed. Glimpses of Lake Ontario are caught southward. Scotch is the predominating nationality in this section.
316		Manvers	
319		Pontypool	
328		Burketon	
337	6.50	Myrtle	
346	7.04	† Claremont	
354		Green River	Convergence of Canadian Pacific lines from Ottawa and from St. Thomas, with Toronto Grey & Bruce branch to Owen Sound. Refreshments.
362	7.35	Agincourt	
371	7.55	North Toronto	
375	8.10	‡ Toronto Junction	
378	8.17 A.M.	Parkdale	Suburb of Toronto. Here the Canadian Pacific, Grand Trunk, and Northern & Northwestern railways enter the city, crossing upon the bridge, at Queen st., the great east and west artery of Toronto and suburbs.
381	ARRIVE 8.27	Toronto	
	LEAVE		
381	10.45 A.M.	Toronto	Pop. (with suburbs) 110,000. This point was one of the earliest French fortifications against the Indians, and afterwards a trading post and naval station of importance to the English. It is the capital of Ontario, its people are almost wholly English-speaking, and it is mainly devoted to manufacturing and mercantile pursuits. Many railways centre here, and its lake commerce is considerable. A line of boats makes two trips a day to Niagara Falls, and other lines daily trips east and west, down the St. Lawrence and to the upper lakes. In addition to forming the central point for the various Ontario lines of the Canadian Pacific, Toronto is reached by the Grand Trunk Ry., and is connected by the Northern and Northwestern Railway with the agricultural and lake regions of northern Ontario, reaching the Canadian Pacific at North Bay. The city is laid out in streets crossing at right angles; is excellently built; and possesses many interesting features to the tourist. It considers itself the most enterprising community in eastern Canada, but is not wholly given over to commercial ambition. The University of Toronto, and several lesser educational institutions have a wide reputation; the city is well supplied with churches; and possesses several large and valuable libraries and collections of pictures. Its parks and suburbs are beautiful, and opportunities for pleasure-taking in the harbor and surrounding hills are many.
378		Lambton	Stations on the main line, Canadian Pacific Ry., to Detroit. An agricultural and fruit raising region, occupying the pretty valley of the Humber river.
380		† Islington	
384		† Dixie	
386		Cooksville	
389		† Springfield	
392		Streetsville	A busy town, supplying most of the milk used in Toronto.

WEDNESDAY AND SATURDAY
(during season of navigation)

Miles from Montl	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
393	LEAVE 11.35	Streetsville Junction —The steamship express here leaves the main line and passes to the Orangeville branch.	
394		Meadowvale	Stations in the Credit valley, one of the richest in Ontario.
397		Churchville	
400	11.49	Brampton —Pop. 3,500. A brisk town, where the Grand Trunk Ry. is intersected.	
404		Edmonton	Farming and dairying neighborhoods among romantic hills along the Credit river. Woolen mills.
408		Campbell's Cross'g	
409		Cheltenham	
412		Inglewood —Intersection with N. & N. W. Ry.	
416	P.M.	Forks of Credit —Picturesque resort for picnic excursions from Toronto, and elsewhere; and famous for its wild berries. The red-stone of these hills is much used in Toronto and other towns. Dufferin lake, near by, is a favorite resort for summer residence and fishing.	
419		Cataract —Branch line to ELORA, 27 m., west.	
422		Alton —A pleasant village among the hills.	
424	12.45 P.M.	Mellville Junction —Rejoin main-line, Toronto, Grey & Bruce section. This is more direct from Toronto, but is avoided by northward-bound trains on account of its heavy grades.	
426	1.10	Orangeville —Pop. 4,000. A farming centre, as shown by the elevators at the station. Refreshment station.	
430	1.18	Orangeville Junction —Branch line to TEESWATER, in the fruitful peninsular region near Lake Huron.	
433	Where no time is given this train does not stop	Laurel	Hills, somewhat cultivated, and furnishing lime and building stone.
437		Crombies	
442		Shelburne	The lakes of this region, especially at Horning's Mills, 4 m. from Shelburne, are noted for extraordinary trout.
445		Melancthon	
449		Corbetton	
453		Dundalk —The road has here ascended to the top of the Ontario plateau, about 1,300 ft. above the level of L. Ontario, and the country becomes level, with soil suitable for coarse grains, root-crops, and grazing.	
463		Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 4 m. east, and <i>Priceville</i> 4 m. west. In the neighborhood are the <i>Eugenia</i> falls, and many most picturesque brooks, cataracts and lakes, abounding in trout and bass. Shooting good.	
470	3.07	Markdale	A rolling, timbered and well-watered region. Fine farming in the valleys southward. Lumber, cord-wood, tan-bark and lime are exported largely. Scotch and Irish people predominate throughout this neighborhood, which has long been settled.
475		Berkeley	
479		Holland Centre	
483		Arnott	
486		Chatsworth	
491		Rockford	
495		St. Vincent Road	



A STEAMSHIP OF THE CANADIAN PACIFIC LINE ON LAKE SUPERIOR

Miles from Mont'l	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
499	3.30 P.M.		
	EASTERN TIME		
		Owen Sound—Pop. 6,000. Port on Georgian bay for Canadian Pacific steamships. Entered by a long detour eastward, along the edge of the bay, where steep grades bring the line down to the wharves. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The huge elevators and lumber-piles will be observed. Building stone and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting and fishing in great variety is easily accessible. In addition to the steamships of the Canadian Pacific line for Port Arthur, steamers depart regularly for Collingwood, and all ports on Georgian bay, Manitoulin island, and in the Indian peninsula separating Georgian bay from Lake Huron. Many irregular steamers and sailing vessels call at frequent intervals, taking passengers and freight to and from all the lake ports.	

Canadian Pacific Steamships.—The steel steamships ALBERTA and ATHABASCA, of this line, perform a bi-weekly service between Owen Sound and Port Arthur, departing from Owen Sound on Wednesdays and Saturdays, on the arrival of the steamship express from Toronto.

These vessels are new and elegant Clyde-built steamships surpassing in speed, safety and comfort, all other steamers on the great lakes. They each have a gross measurement of nearly 1,800 tons, are 270 feet in length, and complete in every detail. Their furnishing is equal in luxury to that of the ocean steamers, and their table compares favorably with that of the leading hotels of our large cities. They are lighted throughout by electricity, furnished with steam steering-gear, and provided with every appliance for safety.

Miles from Mont'l	Can. Pac. Steamships	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
499	4.00 P.M.		
	WEDNESDAY		
	OF SATURDAY		
		Owen Sound—The course of the departing steamer is laid down Georgian bay, with the wooded shores of Indian peninsula on the left, and many pretty islands in view. During the night the steamer passes out into L. Huron, and by morning approaches <i>Garden River</i>, an Indian reservation and small settlement at one of the debouches of St. Mary's river, which drains the overflow of lakes Michigan and Superior into L. Huron. Up this narrow, forest-bordered and charming water-defile, the steamer pursues a devious way for several hours until debarred by the rapids of St. Mary, where it makes its only stop between Owen Sound and Port Arthur.	

Miles from Mont'l	Can. Pac. Steam- ships
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STATIONS—DESCRIPTIVE NOTES

770	12.00 NOON	THURSDAY OR SUNDAY	Sault Ste. Marie—This is on the Michigan side, and has always been an important place to the aborigines, early traders and modern commerce. All vessels must stop here to pass through the canal by which the falls, or "Sault Ste. Marie," are avoided. "The first canal was built in 1853-5. . . Since then a new canal has been made. It is 1 m. long, with one lock, 515 ft. in length, admitting vessels of 16 ft. draught, and overcoming a rise of 18 ft. The width of the canal varies from 108 to 270 ft. The old canal has two locks, of 350 ft. each. Both are on the United States side."—A garrison of U.S. troops, has enabled a large and busy village to grow up. There is a smaller village on the Canadian side. The fishing here is excellent, and a favorite local sport is running the rapids in boats guided by Indians. Here will soon be built the bridge connecting the Algoma branch of the Can. Pac. Ry., with United States railways running westward to St. Paul.—After an hour's halt, the steamer enters L. Superior, and heads northwest, past Whitefish point (on the left) straight across the lake to Isle Royale and Thunder cape, protecting Thunder bay and the harbor of
1020	ARRIVE 8.00 A. M.		

Port Arthur—Described on p. 12.
(FRIDAY OR MONDAY)



Toronto to Chicago: 509 Miles.

Miles from Montreal.	Chicago Express	Western Expr ss.	STATIONS—DESCRIPTIVE NOTES.
	LEAVE.	LEAVE.	
0	8.00	8.00	Montreal —Quebec Gate Station ; see pp. 3, 5, 6.
381	P.M. 1.05	P.M. 8.10	Toronto —Union Station ; see p. 39.
379	1.15	A.M. 8.20	Parkdale —See p. 39.
376	1.25	8.35	‡ Toronto Junction —Connection with morning trains to and from Montreal.
378	‡1.30	8.39	Lambton —See p. 39.
392	1.56	9.03	Streetsville —See p. 39.
393	2.06	9.13	Streetsville Jc. —See p. 40.
404	2.27	9.34	Milton Only the larger towns
429	3.25	10.25	Galt are given. The West
439	3.50	10.44	Ayr ern Express stops at
459	4.31	11.28	Woodstock many intermediate
468	4.49	11.47	Ingersoll stations. This is a well
473	5.02	‡11.57	Putnam populated and highly
			productive region, supporting some of the most flourishing communities in Canada.
492	{ 5.35 } { 4.45 }	{ 12.35 } { 1.15 } P.M.	St. Thomas —Largest town of that part of Ontario, doing much manufacturing. Railways to Port Stanley, Lake Erie, and to towns northward.
	<i>Central Time from St. Thomas to Chicago</i>		Junction of Canadian Pacific with Canada Southern line of Mich. Cent. R.R., which the train now follows to Windsor, where the through cars
587	7.30	4.12	Essex Center are ferried across
603	8.10	4.55	Windsor Detroit river.
604	{ 8.45 } { 9.15 }	{ 5.20 } { 8.00 }	‡ Detroit —Pop. 150,000. Largest city in MICHIGAN.
622	9.55	8.40	Wayne Jc. —Various roads southward.
634	10.00	8.58	Ypsilanti —Pop. 5,500. Many factories and a great school.
641	10.38	9.12	Ann Arbor —Pop. 8,500. Seat of the State University.
680	12.03 MIDN'T	10.52	Jackson —Pop. 20,000. Large factories and site of State prison.
700	12.42	11.27	Albion —In the midst of farming lands.
712	1.04	11.47	Marshall —Pop. 4,000. Flour mills and granaries.
725	1.35	12.12 MIDN'T	Battle Creek —Pop. 10,000. A manufacturing town.
748	2.35	1.20	‡ Kalamazoo —Pop. 15,000. A beautiful and wealthy town.
797	4.18	3.03	Niles —Pop. 5,000. Surrounded by rich farms and orchards.
833	5.40	4.32	Michigan City —Lumber-port on Lake Michigan, in ILLINOIS.
888	7.55	6.50	Twenty-second Street —Suburbs of Chicago.
890	ARRIVE. 8.05 A.M.	ARRIVE. 7.00 A.M.	Chicago —Ill. Cent. R. R. station at the foot of Lake street.

FACTS WORTH REMEMBERING.

CONSTRUCTION.

As a thoroughly built and splendidly equipped line, the Canadian Pacific has earned a reputation for comfort and regular time that few lines in America have ever reached, and none until after many years of operation. In the construction of this line the utmost care was taken with every detail, and nothing was left undone to make it what it was intended by its projectors to be—the very best line ever constructed on the American continent.

TRACK AND BRIDGES.

The cuttings are unusually wide and thoroughly drained; the embankments are very wide and solid; the bridges, resting on first class masonry, are of steel, and of twice the ordinary strength; the rails are of the best steel, manufactured under rigid inspection, and are laid with angle splices of double strength; the ties are large and closely laid, and the track is ballasted with the best materials.

SAFETY.

Every appliance of proven value, calculated to secure safety, has been adopted on this line without regard to cost. These are too numerous to mention, but they include an elaborate guard system at all bridges, Cooke's patent safety switch at all turn-outs from the main track—the only safety switch in use in Canada, and the only one known that will with certainty prevent derailment from a misplaced switch. Especial care has been taken to make the heating apparatus on trains entirely safe, and the oil used in lighting the cars is manufactured expressly for the company, and is safer even than candles, while it affords a most brilliant light.

EQUIPMENT.

The line is equipped with the finest Passenger, Sleeping and Parlor cars in the world. The wheels used under all the passenger rolling stock are of Krupp steel, 40 inches in diameter, not one of which has ever failed; the axles are of steel, and of the full size of the iron axles used on other lines. The car boxes are strongly framed to meet any contingency, and are wider and higher than those of any other railway. Both first and second class cars are designed to secure uniform warmth, combined with perfect ventilation, in winter, and an abundance of cool air, with freedom from dust, in summer; and the cars of no other line can compare with them in these respects, nor in strength, elegance and comfort.

TIME.

The trains of this line are run sharply on time. The through trains make very few stops, and no annoying delays are permitted to occur at

stations. All freight trains are kept well out of the way of passenger trains, and *no train is permitted to follow a passenger train from a station untill it has passed the next station ahead.* This is the only line in America where this rule is in force.

THE SLEEPING AND PARLOR CARS

Are owned and operated by the Company, and no expense has been spared to make them perfect. They are finished outside with polished mahogany, and their interiors, with their rich carvings and beautiful fittings, are beyond comparison. The berths are wider and longer than in other sleeping cars. The curtains, blankets and linen, made expressly for the Company, are of the finest quality. The sleeping cars are provided with bath-rooms, and the sleeping and parlor cars are specially constructed so as to enable passengers to view the scenery passed.

SECOND CLASS, OR COLONIST, SLEEPING CARS

Are run on this line instead of the ordinary second class cars. They are handsomely finished in light woods, on the general plan of ordinary sleeping cars. They are bright and pleasant, and so comfortable that they are largely used by first class passengers in making short trips. No extra charge is made in these cars. Colonists on transcontinental trains can procure mattresses, curtains and blankets from the Company, suitable for these cars, at cost price.

DINING CARS,

Beyond comparison in style and finish, are run during day time on all through transcontinental trains between Montreal and Vancouver. Special attention has been given by the Company to the service on these cars, and travellers will find all the delicacies of the season at their demand for the nominal charge of 75 cents per meal.

HOTELS.

In the Rocky Mountain region, hotels have been built, and will be operated under the control of the Company, near Banff Hot Springs, at the eastern base of the mountains; at Field, on the summit of the Rockies; at Glacier station, near the summit of the Selkirks; and at North Bend, on the Fraser. These hotels form admirable stopping places for tourists, who do not wish to make the overland journey, through the scenery of that region, in one unbroken trip.

TRAIN LUNCHESES

Are served on the trains of the Canadian Pacific Railway by waiters, from a bill of fare, the charges being extremely moderate. These lunches, which are under the immediate supervision of the Company,—special compartments being fitted up in first class coaches for the purpose—are now being served on night and day trains in both directions between Toronto and Montreal, and have been made a special and an attractive feature of this road. In addition to these train lunches, dining

Halls are located at convenient stations, setting a table equal to that of the best hotels of the country, at which ample time is allowed for meals. Dining halls and luncheon counters are marked thus $\frac{1}{2}$ on this time table.

CIVILITY AND ATTENTION.

The civility and attention of the employees of the Company are noted of by every traveller on the line. The cleanliness of cars and stations is also noticed. These two points are, next to safety, most carefully watched by the management.

TICKETS AND PRIVILEGES.

Coupon tickets to all important points in Canada and the United States, also to Europe, Japan, China and Australia, are placed for sale at all principal stations on this Company's lines. Passengers desiring to purchase such tickets should, in all cases, designate over which connecting line or lines they desire to travel, as our agents are instructed to enumerate the routes, but to maintain strict neutrality in regard to the different railways interested.

Stop-over checks will be granted to passengers desiring to stop off at station short of the destination to which their tickets read, on application to the conductor; but this privilege is confined to first class tickets only, or to such other tickets as the Company may from time to time extend it. These stop-over checks are not transferable, and will not be accepted for passage after the date of their expiration.